

# THE AMERICAN REVIEW OF REVIEWS

EDITED BY ALBERT SHAW

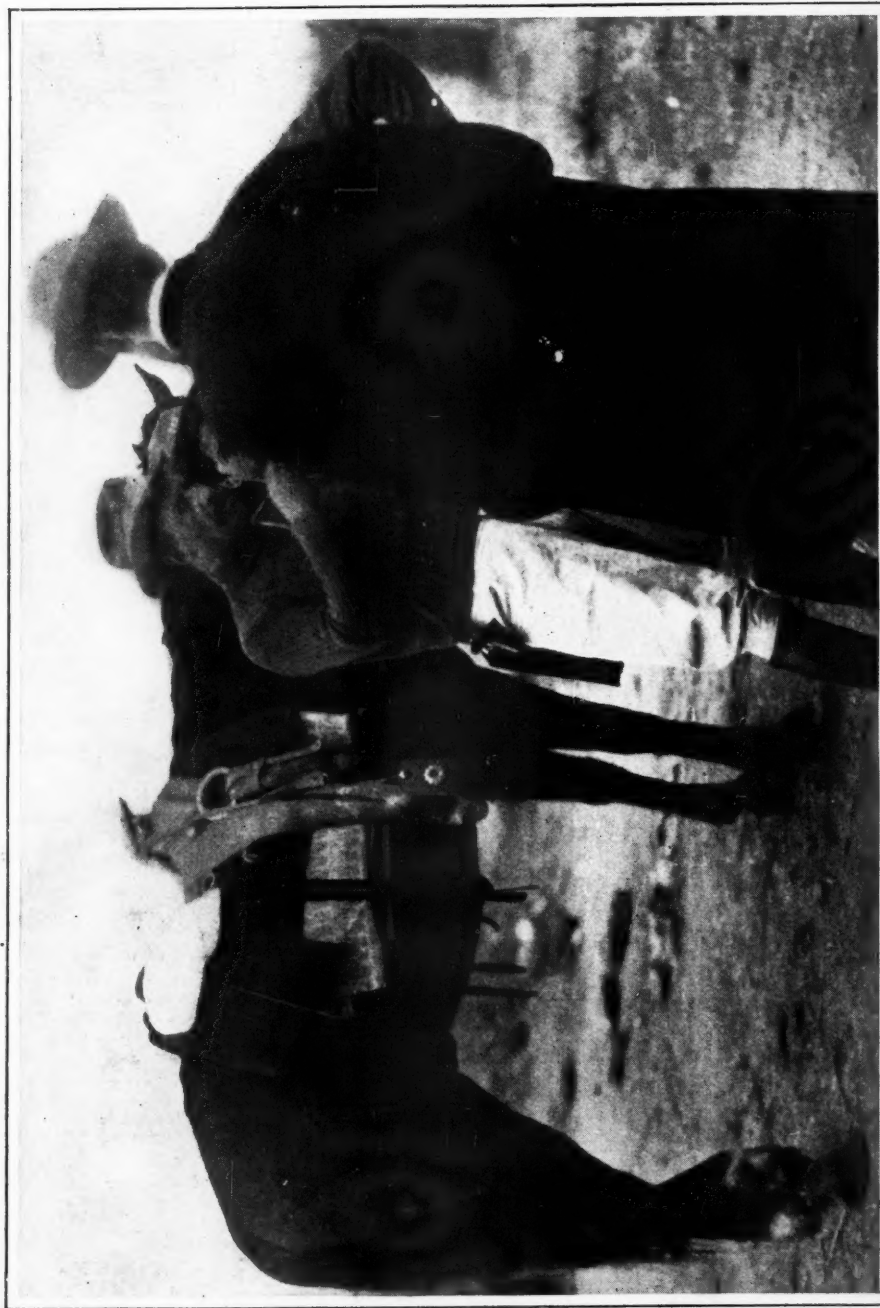
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**TERMS:**—Issued monthly, 25 cents a number, \$3.00 a year in advance in the United States, Porto Rico, Hawaii, Cuba, Canada, Mexico, and the Philippines. Elsewhere, \$4.00. Entered at New York Post Office as second class matter under Act of Congress, March 3, 1879. Entered as Second Class matter at the Post Office Department, Ottawa, Canada. Subscribers may remit to us by post-office or express money orders, or by bank checks, drafts, or registered letters. Money in letters is sent at sender's risk. Renew as early as possible in order to avoid a break in the receipt of the numbers. Bookdealers, Postmaster, and Newsdealers receive subscriptions. (Subscriptions to the English REVIEW OF REVIEWS, which is edited and published in London, may be sent to this office, and orders for single copies can also be filled, at the price of \$2.50 for the yearly subscription, including postage, or 25 cents for single copies.)

THE REVIEW OF REVIEWS CO., 30 Irving Place, New York

ALBERT SHAW, Pres. CHAS. D. LANIER, Sec. and Treas.



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GENERAL FELIPE ANGELES, MEXICO'S LEADING AUTHORITY ON MILITARY MATTERS, CARRANZA'S AND VILLA'S CHOICE FOR THE PRESIDENCY, AND SAID TO BE ACCEPTABLE TO THE UNITED STATES

(This warrior and statesman is Assistant Secretary of War in Carranza's cabinet. He is called the most lovable of the Constitutionalists)



# THE AMERICAN REVIEW OF REVIEWS

VOL. L

NEW YORK, JULY, 1914

No. 1

## THE PROGRESS OF THE WORLD

*"Work Before  
Play" for  
Congress*

Congress has been in continuous session for fifteen months. It was hoped that the present term might come to an end early in July, but the prospects of adjournment were not very definite when these pages were closed for the press late in June. President Wilson was firmly determined to secure the passage of certain pending bills, especially those to establish a federal trade commission and to provide further regulation for industrial corporations of monopolistic tendency. In a series of paragraphs on later pages in these comments will be found an explanation of the so-called "trust" bills as they have passed through the House of Representatives, undergone modification in the Senate, and reached the stage of discussion and final debate on the Senate floor.

*Wilson as a  
Stern  
Taskmaster*

There has been a great difference of opinion in the country as to the desirability of trying to force the enactment of these measures in the present session. In the middle of June, the President undertook to strengthen his supporters in Congress, and to weaken and discredit his critics and opponents, by showing that a part at least of the agitation against the pending trust bills had been "worked up" by special interests through circular letters and concerted efforts in the newspaper press, and did not therefore represent a genuine public opinion. President Wilson is a hard and resolute fighter, of inflexible will power and intense concentration. He had fought his tariff battle to a finish, and had disconcerted much of the opposition, as will be remembered, by making bold and direct charges against lobbyists. Undoubtedly the investigation that followed has had great value in clearing away what may have been lingering on in the methods and traditions of our national capital as regards the relationship of special interests to public activity.

Republican tariffs used to be written, quite frankly, by their beneficiaries.

*Fighting for  
the Public  
Interest*

President Wilson succeeded in frightening the people who were in the habit of considering legislation from their own private and personal standpoint, rather than from that of the general interest and public welfare. As a result, there are now a good many people suffering considerable hardship, by reason of new tariff legislation and other governmental proceedings, without venturing to say a word in their own behalf at Washington lest they might be regarded as bad people trying to exploit the Government and to compromise our public men. At least, this new kind of scruple is desirable by way of a change, and President Wilson is to be accorded much credit for his part in improving the manners and methods of those who were wont, in

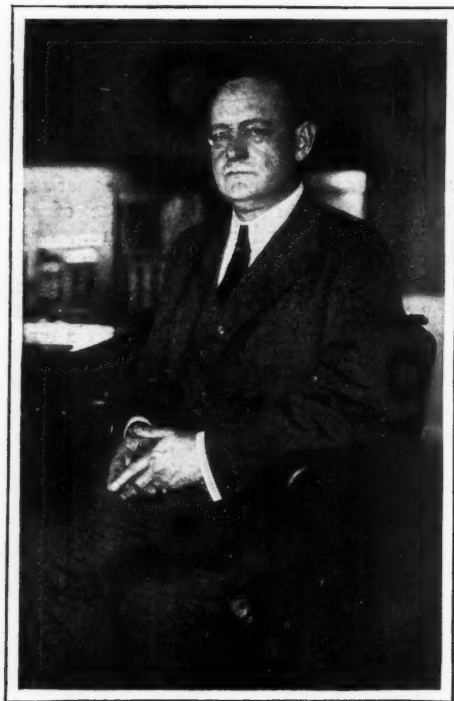


UNCLE SAM TO CONGRESSMAN: "AIN'T YOU GOT NO HOME?"

From the *Tribune* (New York)

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other days, to assert their private demands regardless of the general welfare. When it came to shaping the new currency and banking legislation, President Wilson again had some hard fighting to do, because he felt that there was a concerted opposition on the part of great centralized banking and financial interests that was operating in a way more obstructive than helpful or patriotic. In this case there may have been some misunderstanding; for apparently the



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HON. CHARLES SUMNER HAMLIN, MEMBER OF THE  
FEDERAL RESERVE BOARD

(President Wilson had named three members of the Board in May, and on June 15 he announced the selection of Mr. Hamlin and Mr. Thomas D. Jones of Chicago. Mr. Hamlin is a Boston lawyer who came into the present administration as an Assistant Secretary of the Treasury in charge of customs, and recently has been serving as First Assistant Secretary. He had also been an Assistant Secretary in President Cleveland's second cabinet.)

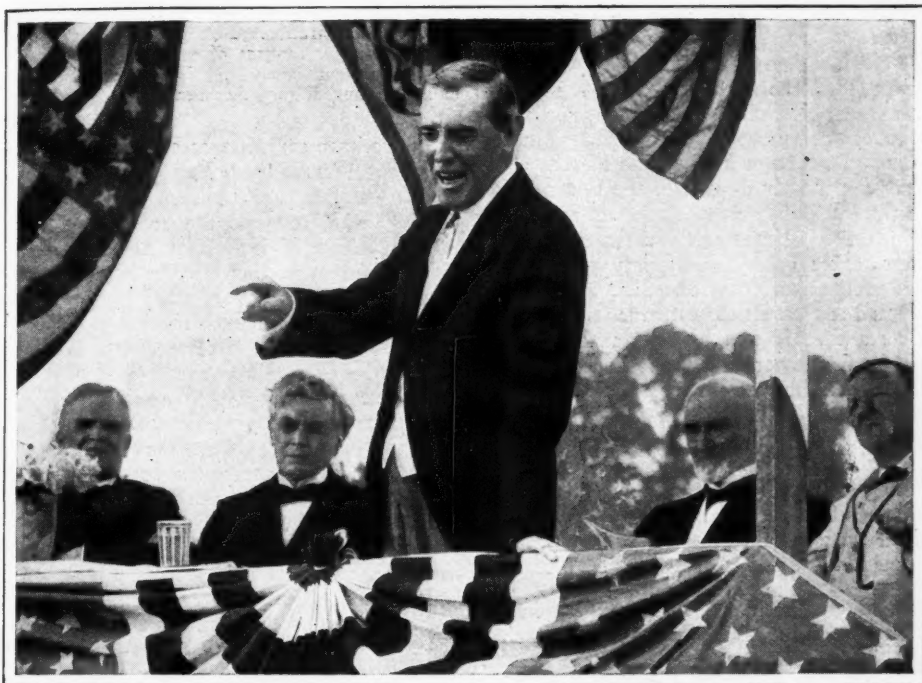
foremost bankers of the country were anxious to help bring about the adoption of a good system of elastic currency. They also favored a scheme of banking oversight and control that would enable the reserves of the country to be used both for the mutual protection of the banks themselves, and, more especially, for the prevention of panics and the support of legitimate mercantile and industrial enterprise in periods of crisis or emergency.

*A Great  
Question  
Settled*

The result certainly was a great triumph for President Wilson's leadership of the Democratic majorities in Congress. The authoritative and hostile criticisms of the bankers' associations rapidly grew less, until blame was turned to praise, and aloofness was changed to practical and sincere cooperation. The storm of fault-finding that for a moment attended the announcement of the location of the reserve banks and the marking-out of the twelve reserve districts, by the committee consisting of Secretaries McAdoo and Houston and Comptroller Williams, was quickly followed by clear skies. The committee had acted intelligently, had obeyed the law that prescribed the task, and had done as well as anybody could have expected. The Central Board has at last been constituted, after some difficulties in finding men of the right kind who were able or willing to serve, and preparations have been made throughout the country for the organization of the twelve reserve banks in the selected cities.

*The Bank  
System Soon  
in Effect*

The new system will go into effect about the beginning of next month, and will find the entire banking interest of the country prepared for it, so that there will be no appreciable hitch or jar. Whatever might lie ahead of us in the way of depression or hard times, we have no reason to fear anything even faintly resembling the last two or three panics, with their sharp destruction of confidence and credit, and with the undue harm done to business by the utter failure of the banks to serve the business public as in all other important commercial countries. That President Wilson has led us to this fortunate improvement in our banking and currency situation is a matter of great importance, and one that should not for a moment be forgotten. The Democrats had come into power on a straight platform pledge against a central bank as provided for in the so-called "Aldrich plan." They have, however, given us a system that through the central board of control at Washington has much of the merit and efficiency of a central bank. The bankers and the business community are entirely satisfied, because the group of men who will operate the system from the center are of the kind who in any case would have been chosen as the directors of a central bank. Along with the especial features of the new system, there is also a change in the banking laws which will render available a great mass of national bank capital for farm loans.



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**PRESIDENT WILSON AT THE UNVEILING OF THE CONFEDERATE MEMORIAL MONUMENT IN ARLINGTON NATIONAL CEMETERY**

(The President has found time of late to deliver several addresses on patriotic occasions. He is to be the principal speaker at the Fourth of July celebration in Philadelphia)

And this will be of especial value because American agriculture is now making steady advancement towards a business basis, with enlarged use of capital in carrying on its more efficient operations.

*Endorsed  
by  
Public Opinion*

Thus in the revision of the tariff, in the great change of taxation policy and method brought about in the adoption of the income-tax law, and in the passage of the currency and banking act, President Wilson has led the forces of his party in Congress and throughout the country in a masterly and statesmanlike fashion. These things have given him high prestige, and have lent an appearance of unity and coherent power to a party that had too often exhibited the cleavages that showed it to be in reality a coalition of sectional groups held together by the one common bond of their antagonism to the Republican party. In these great measures, however, President Wilson has led his party along the lines approved not only by party opinion but also by the intelligence of the country. It may further be said that his policies as embodied in bills now pending that affect industry, com-

*A New  
Series of  
Combats*

merce, and trade, have been of the same character, and that in their earlier appeal to public opinion they seemed altogether likely to have prompt endorsement. In the very midst, however, of the great program that President Wilson and the leaders of his cabinet and of the two houses of Congress had earlier agreed upon, for completion in the present session, an entirely different line of responsibilities began to press ever more insistently upon Mr. Wilson's attention. And while he still shows the same qualities of determination in personal leadership, he is winning a series of victories after hard-fought battles that would seem to be costing so much as to justify the question whether success is worth the sacrifice. The Mexican question is at the center of the things that have interrupted the original program. These things have prolonged the session of Congress unduly, have delayed the trust legislation, and have given great opportunity to the opponents of the administration. With the heartiest good will towards the President, we are in doubt about the wisdom of the diplomatic program.

*Mexico  
and the  
Tolls Issue*

We have presented the administration's Mexican policy more than once, and will not now attempt to elaborate it. Mr. Wilson was from the beginning determined not to be drawn into a great war with Mexico merely to support foreign investments in that country. He greatly desired to use the influence of the United States in such a way as to help the Mexicans settle their own differences, agree upon a temporary government, and proceed to reorganize their affairs. He adopted an attitude towards the dictator Huerta that it was hard to maintain, and still harder to persuade the European powers, under leadership of Great Britain, to accept. It was in the very thick of this situation that President Wilson occasioned surprise by appearing before Congress, in a brief message, calling upon it to repeal that part of the Panama Canal Act of 1912 which had provided for the passage of our coastwise trade through the canal without payment of tolls.

*A  
Three-Months'  
Struggle*

President Wilson said, in his address to Congress on March 5, that the free-tolls clause was "in plain contravention" of the Hay-Pauncefote treaty with Great Britain, by the terms of which we had undertaken to treat all nations alike in the matter of canal tolls. President Wilson further declared:

We ought to reverse our action without raising the question whether we were right or wrong, and so once more deserve our reputation for generosity and the redemption of every obligation without quibble or hesitation.

I ask this of you in support of the foreign policy of the administration. I shall not know how to deal with other matters of even greater delicacy and nearer consequence if you do not grant it to me in ungrudging measure.

As we have said, it was on March 5 that President Wilson made this request of Congress. On June 15, President Wilson signed the bill which repeals the free-tolls clause. After a terrific fight, by far the greatest of his administration thus far, he had won another victory, but a very costly one. Practically all of the foremost leaders of his own party in the House of Representatives, including Speaker Clark and Leader Underwood, stood firmly with the leaders of the Republican and Progressive parties in speaking and voting against the repeal bill. Nevertheless, the measure was put through that House, under a rule limiting debate to a few hours, by the obedient Democratic majority. When it came to be considered in the Senate, there was due deliberation and a debate not merely protracted but of great ability and thoroughness. The Democrats were the more embarrassed, because they had put a strong plank in the platform upon which President Wilson was elected, endorsing the free-tolls policy. Furthermore, Mr. Wilson himself in his campaign had justified and supported this free-tolls plank.

*The Reasons  
Underlying*

The conclusion was inevitable, when he made his unexpected appeal to Congress to abolish the free-tolls provision, that the reasons which led him to act in this particular way were veiled under his allusion to "other matters of even greater delicacy and nearer consequence." It was alleged in the last days of the debate, by a member of the Foreign Relations Committee,—Senator William Alden Smith, of Michigan,—that these delicate and difficult matters had been explained confidentially to the Senate Committee in a White House conference. At the time when President Wilson, through Mr. John Lind and otherwise, was most strenuously occupied with trying to bring about the abdication of Huerta, a Japanese battleship was visiting Mexico and her officers were being entertained for a week with high honor by General Huerta and his cabinet at the Mexican capital. Senator Smith's intimations were to the effect that our Mexican policy was, in the opinion of President Wilson, seriously complicated by Japan's apparent readiness to support Huerta and to menace the United States in other directions.

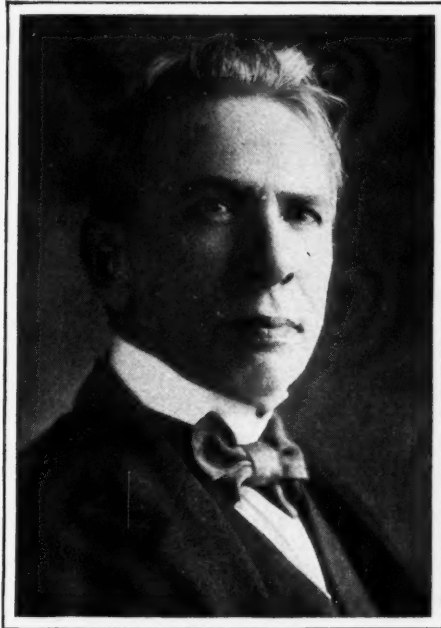


PAY AS YOU ENTER  
From the World (New York)



*Senator  
Smith's  
Intimations*

Great Britain and Japan, however, were united in an offensive and defensive alliance, and Great Britain could persuade or virtually compel Japan to keep out of the Mexican situation and to use further patience in the matter of her own complaints and grievances against the United States. The Canadian Pacific Railroad and other interests in Canada, meanwhile, had long been urging the British Government to oppose our adopted plan for passing our coastwise shipping toll-free through the canal, and our law excluding railroad-owned ships. Evidently Senator Smith believes that the American Ambassador had sent word from London that if we would repeal the free-tolls clause, and thus put American coastwise ships at a relative disadvantage, we could buy the support of Great Britain for our Mexican policy and rely upon her using influence with her Japanese allies to abstain from aggressions against us, or from seizing the moment of opportunity to attack us in case of our becoming involved in a great Mexican war.



Photograph by Harris & Ewing, Washington, D. C.

SENATOR WM. ALDEN SMITH OF MICHIGAN

*Necessary  
Inferences*

Since President Wilson himself had declared frankly in March that our affairs were in a position where he must demand the repeal of the canal tolls in order that he might know how to deal with other matters of great urgency and concern, any reader is free to draw his own inferences. There were no matters of delicacy or danger involved at that time, excepting the Mexican imbroglio, the Japanese situation, and the unceasing operations of the employed agents of the Republic of Colombia. It is scarcely possible,

therefore, that Mr. Wilson could have had any other matters in mind as the reason for his appealing directly to Congress, instead of continuing the correspondence with Great Britain and proposing a conference, or an arbitration, over the tolls issue. This seems the more probable because Mr. Wilson's demand involved an abrupt reversal of a diplomatic situation that had been deliberately created by President Taft and Secretary Knox. They had replied to the views expressed by the British foreign office in arguments of great ability that had not only sustained the law passed by Congress but seem to have convinced most foreign international-law authorities. The British foreign office had not even definitely denied our theoretical rights, but had raised the practical point that it would be hard to draw a strict line between coastwise and foreign trade, and also suggested that our policy might tempt us to make the tolls higher on foreign trade than otherwise, if we exempted our own coastwise tonnage. Both of these points were extremely flimsy. The whole British argument, indeed, was both pettifoggish and ungenerous. We were opening the canal equally to the trade of all nations, and the treatment of our own coasting trade was a question of purely domestic concern, about which it was improper and offensive on England's part to raise a diplomatic issue.



ANOTHER BIG ONE

From the News-Press (St. Joseph, Mo.)





## AGAIN THE SCHOLAR IN POLITICS

From the News (Chicago)

*One Move In a  
Diplomatic  
Game*

President Wilson, therefore, was not actuated by suddenly discovered points of scruple regarding the meaning of the treaty. For he directly asked Congress to yield to the English demand, whether our position was right or wrong. The law of Congress, signed by President Taft, and the treaty point fully answered by Secretary Knox, had already settled the matter. All the substantial rights, and all the presumptions, lay upon our side. Congress in 1912 had acted with full deliberation, and the whole question was as completely before the country when the Democratic convention adopted its platform two years ago as it has been since then. There were no points of scruple that had not already been fully raised. Nor had any new light of any kind been brought to bear upon the meaning of the treaty, when President Wilson reversed his position, and asked Congress and the country to reverse theirs. It was simply a preliminary move in a larger diplomatic game. The great objection to doing this sort of thing lies in the fact that because of a supposed temporary emergency we are making trouble for generations yet unborn. The present generation may adopt any economic policy it likes as regards the use of the canal. But we have bonded the next generation to pay for the canal, and it is improvident to create flaws in the title at this stage. If we have stupidly made treaties that limit our rights at the one point where our sovereignty ought to be regarded as the most complete, by reason of what we have

achieved there, we ought to take steps to perfect the title, rather than to adopt the opposite plan.

*Shifting  
Ground  
in the Senate*

President Wilson could not have had any possible motive except that of the highest patriotism; but his marvelous clearness and strength in dealing with his program of great domestic policies are far less apparent in his program for the treatment of foreign difficulties. Generally speaking, a nation is always weakened when its foreign policies are made the subject of party dissension at home. Let us grant that there were two views of this tolls question,—namely, the prevailing American one, and that urged upon the British foreign office by Canada. Of the two contentions, the American one was by far the stronger. The Senate debate upholding the American rights was incomparably stronger than that of the other side. But for Senator Root, it is hard to believe, from a study of the debate and certain available sidelights, that there was a single Senator on either side who sincerely and deeply believed that we had not a right to use our own canal in a domestic sense precisely as we chose. It very soon appeared that it would be impossible to repeal the free-tolls law without adopting an amendment which would reserve our rights. This was so clear that Senator Simmons himself, leading the fight for the President, reported such an amendment with the President's consent. As the debate went on it became evident that even with this amendment the repeal could

not pass. Amendments were proposed that made positive assertion of our rights and our unlimited sovereignty at Panama.

*Reserving  
American  
Rights*

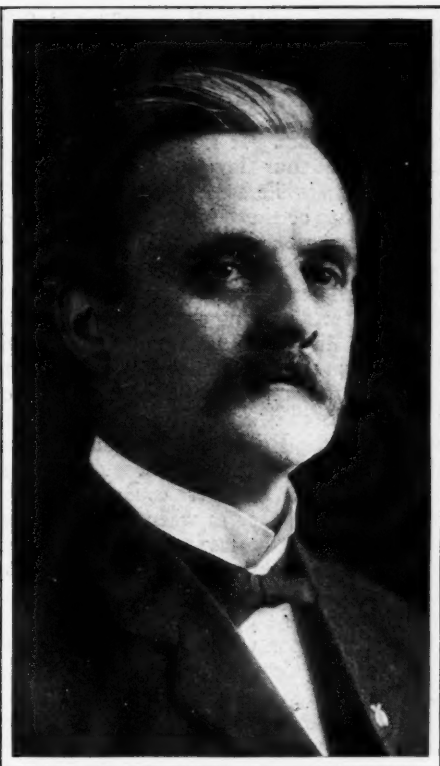
The debate developed great resources of fact and argument. A strong amendment, brought forward by Senator Norris, of Nebraska, secured so much support as to alarm the administration leaders. Finally a compromise was made, and what came to be known as the Norris-Simmons amendment was adopted and is now a part of the act which repeals the tolls exemption and imposes charges upon our coastwise shipping. This amendment reads as follows:

Provided, That the passage of this act shall not be construed or held as a waiver or relinquishment of any right the United States may have under the treaty with Great Britain, ratified the 21st of February, 1902, or the treaty with the Republic of Panama, ratified February 26, 1904, or otherwise to discriminate in favor of its vessels by exempting the vessels of the United States or its citizens from the payment of tolls for passage through said canal, or as in any way waiving, impairing, or affecting any right of the United States under said treaties or otherwise, with respect to the sovereignty over or the ownership, control, and management of said canal and the regulation of the conditions or charges of traffic through the same.

There is much difference of opinion as to what the language of this amendment means, or as to its value. The immediate point is that we have actually given up the plan of allowing our coastwise trade to go through the canal without paying tolls. The larger fact is that the Senate would never have repealed the free-tolls provision without declaring its adherence to the view that we shall do as we like in future regarding this matter of purely domestic policy.

*The  
Anglo-American  
Aspects*

The most unfortunate thing about the whole business is that, whereas the repeal was asked for in order to satisfy a British demand and to gain some benefit through improved relationships, the gains in that direction are not likely to equal the losses. There has never been the slightest disposition on the part of any human being in the United States not to accord British and foreign trade the most generous treatment in the canal. As a result of this protracted debate, public opinion in the United States is not very amiably disposed towards a foreign statesmanship that could have involved our Congress in so colossal a struggle over so petty a quibble. For nobody has ever denied our perfect right to



SENATOR NORRIS OF NEBRASKA

pass back to our domestic shipping, in the form of a subsidy, the exact sums that we might at the same moment have collected in the form of tolls. President Wilson had laid before Congress a great program of administration measures relating to domestic affairs. First, the tariff; second, banking and currency; third, trust regulation; and, fourth, what was really as important as the others,—Secretary Lane's projects for the development of Alaska and his conservation policies as regards our public domain. Congress desired to complete these measures and obtain its much-needed opportunity to adjourn and face the people in home districts.

*The President's  
Doubtful  
Reward*

That the British Government should somehow have managed to make President Wilson feel that he must interrupt this great program, and imperil his own splendid prestige and power of leadership, by conducting a three-months' fight over so trivial a contention, has aroused a deep disgust in the minds of members of both houses as expressed in trenchant debate, and has affected public opinion everywhere, as will surely be demonstrated in the

fall elections. President Wilson has conducted himself with great gallantry, but his victory is of doubtful value. It has not pleased the people of the United States, and it has seemingly weakened our prestige even in Great Britain. It is now argued in that country that our law excluding railroad-owned ships, while applying to the transcontinental lines of the United States, must not apply to those of Canada. The London papers highly praise President Wilson for taking their view, but reflect strongly upon Congress for amending the bill; and thus the prolonged discussion has resulted in an evident strengthening of anti-American feeling in Great Britain. The British flattery of Mr. Wilson can hardly be a solace to him, in view of the British attitude that has cost him so much here at home. As matters stand, therefore, neither country feels as friendly to the other as when both countries understood that the free-tolls clause,—enacted by Congress, signed by Taft, defended by Knox, supported by Bryan and Wilson, and written into the Democratic platform as one of the planks upon which it won its victory,—expressed the firm and final policy of the United States in the use of the canal. President Wilson's avowed purpose in asking for the repeal was to obtain through this concession to Great Britain some kind of help in dealing with other affairs of "greater delicacy and nearer consequence." Whether such expected benefits will accrue to us is a thing about which we have as yet no knowledge.

*Mysteries of the Colombia Treaty*

Furthermore, the British claims of right to question our own domestic use of the canal are followed by the amazing treaty with Colombia which not only proposes to pay Colombia \$25,000,000 for no express reason of any kind, but which also accords, through all the centuries to come, certain special rights of use in the canal not given to other foreign countries and certain favors, as to rates, not permitted even to our own citizens. These mysterious and special favors proposed in the Colombia treaty relate to kinds of trade (especially that in oil and coal) that are supposed to have been brought under British control. Since Colombia itself may at any time pass to the ownership or protectorate of a European power, we are in this treaty making the most reckless and shortsighted grants; and instead of limiting them to ten years, or twenty years, we are erecting them into perpetual vested interests of enormous value.

*Colombia Ratifies the Arrangement*

The Colombian congress, in special session, ratified, on June 9, this treaty with the United States. Last month we reproduced in facsimile the first pages of the *Diario Oficial*, the government publication, containing the official text of the treaty, and gave the full wording of that document. The congress at Bogotá ratified the treaty with only slight opposition from the so-called anti-Progressives, who were fearful of the results. They proposed an amendment demanding an increase in the money payment and reserving for arbitration any other claims of Colombia. This treaty had been signed in April at Bogotá, and was submitted to the United States Senate as soon as the tolls repeal bill was passed. On June 17 Secretary Bryan personally appeared before the Senate Committee on foreign relations to urge favorable action. It is reported that, since the signing of the treaty by the Colombian Secretary of Foreign Affairs and the American Minister at Bogotá, anti-American sentiment in the republic has diminished.

*Inverted Ethics*

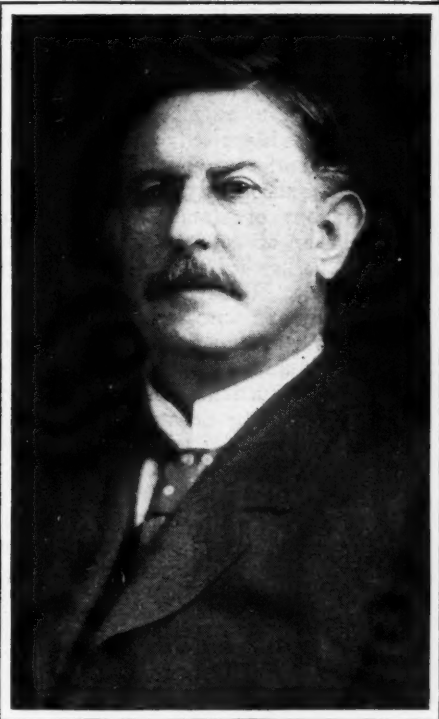
It would seem a lavish grant of money to pay Colombia \$25,000,000; for no man can argue ingeniously enough to make the punishment fit the crime. But the mistake of giving Colombia this large sum of money is nothing at all compared with the astounding shortsightedness of involving future generations. The special privileges accorded to Colombia would sooner or later make serious trouble and would almost certainly lead to war. For it would be held that these rights pertained to the people and territory of Colombia regardless of future political control. And if Great Britain or Germany should acquire control of Colombia we would,—for pure sentimentality and without rhyme or reason,—have given away to a great foreign empire certain rights in the canal superior to those of our own people. If that country had any resources it could well have afforded to pay \$200,000,000 in consideration of the perpetual rights we have conferred. The very fact of our abandoning the Nicaragua route and going to Panama has of itself placed Colombia under perpetual obligation to us. All the apologies are due in the opposite direction. Colombia's bad faith was due to her deplorable and corrupt political conditions in that period, and the separation of Panama was the right and necessary sequel.

*Some  
Possible  
Parallels*

We are under incomparably greater obligation to pay Mexico a large sum of money for our Texas-California conquest than to pay Colombia for our commendable work in helping to secure the emancipation of the present republic of Panama. When Russia pays Turkey an indemnity for having helped, in 1877, to liberate Bulgaria; when our government offers to pay Spain a great sum of money for having assisted Cuba to become a republic; and when France shall apologize to Great Britain and offer to pay billions of francs for having assisted the American colonies to become independent, it will be time enough for us to listen to the proposal that we must pay money and grant perpetual favors to Colombia because we recognized the independence of Panama, and asserted our right to maintain order on the isthmus, —a right which nobody had denied for two generations. If in the matter of the canal we have any surplus money to give away, there are three things to be considered. The people of France, with persistence and sacrifice, spent at least \$200,000,000 on the beginnings of the canal. We paid the French people only \$40,000,000 for their franchises, their partial construction, and their great assemblage of machinery, buildings, and so on. They stood to lose everything if we persisted in our deliberate plan to build the canal across Nicaragua. The state of Panama was facing the loss of her one great hope and opportunity. Naturally, the French shareholders and the people of Panama did all they could to persuade us to change our plan.

*Better Pay  
France and  
Nicaragua*

We could, then, show generosity by giving more money to the people of France. Or, as a second alternative, we might make financial amends to Nicaragua and Costa Rica. We had obtained concessions from them, and had carried our plans very far. Our leaving them in the lurch and going to Panama was a bitter disappointment. No money is legally due them from us, but it would be a handsome and an understandable thing if we should pay them money by way of atonement for all that they have suffered through our change of plan. The French investors lost great sums of money and the people of Nicaragua suffered much from blasted expectations. If sentiment is now our impelling force, nothing could be finer, at this moment of our triumphant completion and opening of the canal, than the devising of some noble and costly tribute to the people



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HON. HANNIS TAYLOR, THE INTERNATIONAL LAWYER, WHO IS SAID TO HAVE ARRANGED THE COLOMBIA TREATY, AS EMPLOYED COUNSEL FOR COLOMBIA

of France, whose energy created the Suez Canal that England has now appropriated, and whose pioneer work at Panama has been destined to accrue to us for completion and control.

*Some Plain  
Common  
Sense*

It is ridiculous to set the merely technical claims of the politicians at Bogotá over against the substantial and enduring rights of the French people, based upon expenditure of money and life. Of all the interests concerned in the Panama matter, the least valuable at any time were those of Colombia; and those interests were terminated, so far as we are concerned, by the withdrawal of the state of Panama from the control of the dictatorship at Bogotá which had been ruling for years without even the pretense of a session of Congress. The American lawyers employed by Colombia (presumably giving service for fees to be collected out of whatever Uncle Sam may be persuaded to pay) have been spinning a network of legal argument about a very simple situation. No one will hold



President Wilson personally responsible for this absurd treaty. The most widely circulated London newspaper, indeed, declares that "the people of the United States have the good fortune to be governed by a great man." And this is perfectly true. President Wilson is a great man and he rules us untiringly and tremendously. But he has human limitations of strength, and only a certain number of hours of working time each day. He has had to leave some things to other people. With the Mexican situation, and many other problems on his hands, it is reasonable to suppose that he has had no real opportunity to go thoroughly into this Colombian situation. There is evidently a good deal that the Senate will bring to light before emphatically rejecting the treaty.

*One of Bryan's  
Praiseworthy  
Treaties*

If we deem it our duty to denounce the Colombian treaty, it is not because we do not like the Wilson administration, but solely because we do not like the treaty. Furthermore, Secretary Bryan is urging upon the Senate committee another treaty, namely, one with Nicaragua, which is as meritorious as the Colombian treaty is vulnerable and dangerous. The Nicaragua treaty is honorable and enlightened, and if ratified will prove in the highest degree beneficial to the Central American country and also to the United States. It will not take away the independence and self-rule of Nicaragua, but it will enable the United States to help all right-minded people and legitimate interests there by insuring peace, financial rectitude, and

opportunities for development and progress. Nothing more constructive or helpful has been done by our Government in a long time than the fixing of our relationships with Cuba under the terms of the so-called "Platt Amendment" to the constitution of that republic. Mr. Root, then Secretary of War, wrote that amendment and devised the plan which Senator Platt of Connecticut presented to Congress. The Platt Amendment is the bulwark of all those in Cuba who stand for peace, order, honesty, and progress. A similar arrangement gives stability and strength to the little republic of Panama. Secretary Bryan now presents an agreement which brings Nicaragua in the same wise way under the auspices of our Government.

*Support the  
Nicaragua  
Agreement!*

Republicans in the Senate who are attacking this treaty are making a serious mistake. The fundamental fault with the Colombia treaty is that it weakens our full and necessary authority at a point where all the best interests of peace and civilization require that we should control without impairment of our sovereignty. In other words, the Colombia treaty goes straight against the trend of permanent American policy in our own hemisphere. But the Nicaragua treaty, on the other hand, is constructive, and in full harmony with that larger program that must be carried out in detail as opportunity is afforded. Both halves of the island of Haiti must be developed through the extension to them of something like the terms of the Platt Amendment, in further improvement of our existing arrangement with Santo Domingo.



MR. BRYAN AS LITTLE RED RIDING HOOD  
From the World (New York)

*In the Line of  
a Mexican  
Solution*

The most fortunate thing that could happen for Mexico,—and the thing that would be the crowning triumph for President Wilson's administration,—would be some arrangement of alliance and close coöperation which would give the Mexicans the benefit of our help in establishing and maintaining their credit, and in the peaceful development of their civilization. The chance may come, or it may not. We have already gone very far, through the seizure of Vera Cruz and our moral support of the Constitutionalists as against Huerta's dictatorship, to assert relations toward Mexico very different from those of neutrality under the rules of international law. It is to be hoped that out of the Mexican turmoil there may evolve some plan



and method by which we can be of permanent help to the cause of Mexican progress. Meanwhile, however, we have actually negotiated a treaty with Nicaragua which means the kind of oversight that the whole of Central America ought to have from "Uncle Sam." Incidentally, we are paying Nicaragua (by terms of this treaty) \$3,000,000 for canal rights which sooner or later, let us hope, may mean another water passage. The Senate ought not to object to this plan. This treaty means something valuable to the United States, as well as something of inestimable value to Nicaragua. There is great opportunity for agricultural and commercial development in that little country. The sum proposed is small, and we could readily afford to do as well by Nicaragua as we did by the republic of Panama. We compliment

Mr. Bryan upon his admirable treaty with Nicaragua, and we urge its ratification. We hope that his Colombia treaty will be flatly rejected, with scant discussion, and that he will take its repudiation,—as we believe he will,—without much sorrow or loss of sleep.

*Our Involved  
Mexican  
Situation*

We are presenting in several pages of this number a second instalment of the narrative account, begun last month, of the new turn in Mexican affairs that began with our order to mobilize the navy on April 14 and our seizure of Vera Cruz. It is quite impossible to forecast the outcome. The mediation undertaken by the representatives at Washington of Argentina, Brazil, and Chile, was avowedly to settle differences and end actual warfare between the government of the United States and that of General Huerta. But the pretense of mediating between the United States and Mexico was almost immediately abandoned, and the conference devoted itself entirely to an attempt to agree upon an acceptable plan for Mexico's internal reorganization. But, obviously, this



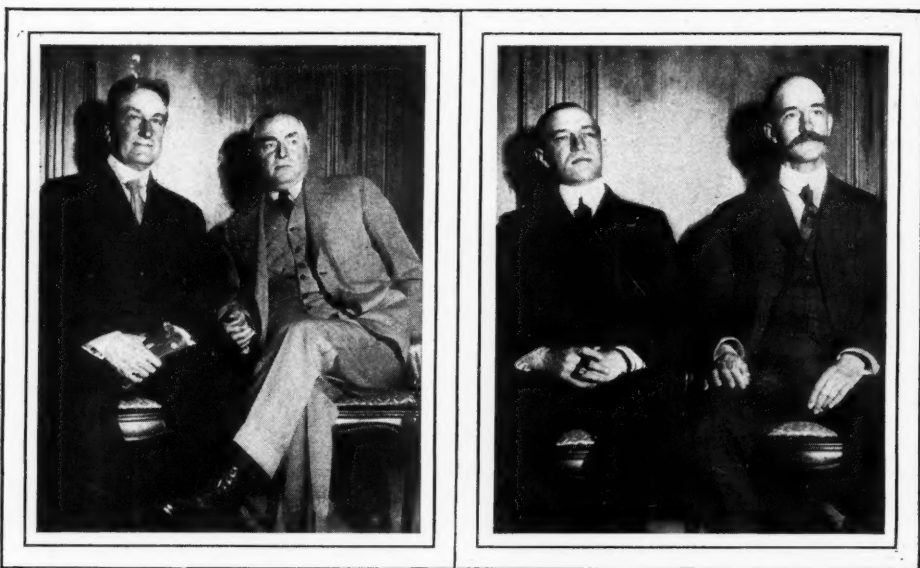
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HON. WILLIAM J. BRYAN, SECRETARY OF STATE

could avail nothing unless the mediation was between the real contending parties. The Carranza-Villa element could not declare a truce and enter conference without destroying their movement and playing into the hands of their enemies. By degrees, the position of the United States in the conference became that of sponsor for the rebels, or so-called Constitutionalists, as against the Federalists, who were represented at Niagara Falls by three able Mexican lawyers. We could not well permit the conference to be a failure nor could we allow the Huerta element to triumph.

*How Future  
Critics Might  
See It*

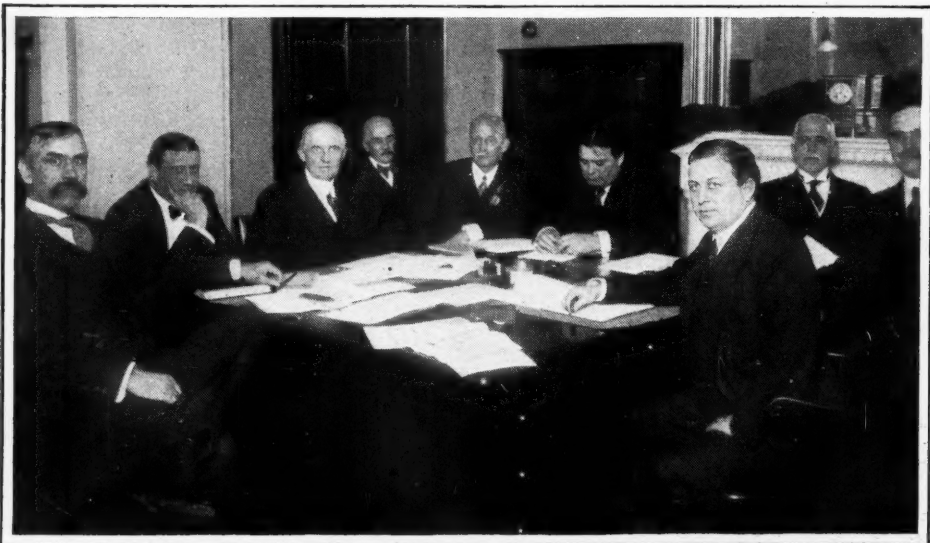
If the present administration believes that our attitude and conduct in regard to Panama, a dozen years ago, must now be atoned for by the payment of a large indemnity, what view might not some future American administration take of our indebtedness to Mexico for our seizure of Vera Cruz and our support of the rebels in 1914? Viewed in a purely technical way, in the light of international law, our seizure of Vera Cruz will perhaps stand



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EX-GOVERNOR DIX    NORMAN E. MACK    LIEUT.-GOV. WAGNER    STATE CHAIRMAN OSBORN  
SOME OF THE NEW YORK STATE DEMOCRATIC LEADERS WHO WERE IN CONFERENCE LAST MONTH

*State and national groups of party leaders are anxiously planning for the campaigns and conventions that lie ahead. The picture below was taken some months ago, when Republican National Committeemen were in session planning to reform representation. They are now hoping to win victories through pointing out the mistakes of the party in power. But the Republican party will never regain enthusiastic support under leadership that beat the majorities won in 1912 at the primaries in Republican States by the votes of "hand-picked" delegations. Nor will the Democrats flourish under the continued dictation of Tammany, which was triumphant in last month's New York conference.*



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#### LEADERS OF THE REPUBLICAN NATIONAL COMMITTEE

(From left to right: Senator Smoot of Utah, William Barnes, Jr., of New York, Newell Sanders of Tennessee, Senator Clark of Wyoming, H. L. Rammel of Arkansas, Senator Borah of Idaho, Charles B. Warren of Michigan, F. W. Estabrook of New Hampshire and R. B. Howell of Nebraska)

out as one of the most wanton and aggressive acts in modern history. Yet everyone knows that in point of fact we have been exceedingly forbearing, and have worked in a self-sacrificing spirit for Mexico's welfare. The Roosevelt policy in the matter of Panama was precisely as honorable in its intentions and its methods as the Wilson policy in relation to Mexico. Any country must drift sadly if it undertakes to open closed episodes in its past history, with an air of superior virtue. Mr. Roosevelt says that he took Panama for good and sufficient reasons. Mr. Wilson will always aver that he seized Vera Cruz with good intentions. It is the business of patriotic Americans to stand firmly by both Presidents, and by both performances.

*Politics and Reform  
In New York*

We made allusion last month to the fact that thirty-two United States Senators would be elected in November by popular vote. It will be at least another month before the line-up of candidates is at all definite. Senator Root of New York has declared his intention not to run for another term. He would have much support from thoughtful citizens on his distinction as a statesman, regardless of party lines. The Progressives are thinking of Mr. Oscar Straus. The New York primaries will not be held until the 28th of September. The leading parties will have conferences to prepare platforms, but will leave candidates to

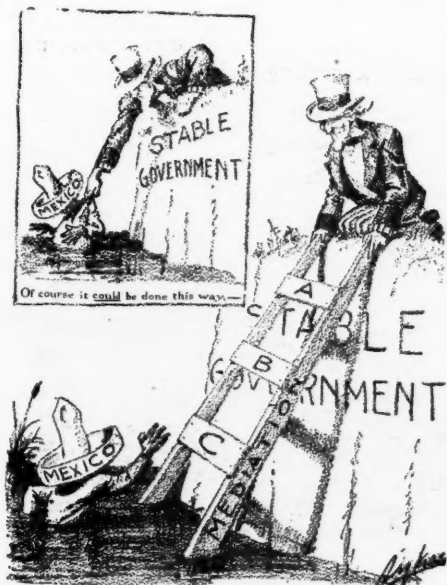
the voters. In a fight between Tammany and the independent Democratic leaders, last month, Tammany won easily and will undoubtedly be able to select the State ticket. The time has come for a non-partisan movement to put efficiency into the government of the State of New York. Colonel Roosevelt declares positively that he will not run for governor. It would be well if the Progressives, the independent Democrats, and the Republicans who are opposed to the Barnes machine, would come together somewhat upon the plan of the movement that has given us the present government of New York City. Mr. Whitman, Mr. McAneny, Mr. Straus, or any one of a dozen other men, might make an excellent run for Governor on a combination ticket of this kind.

*Parties and the States*

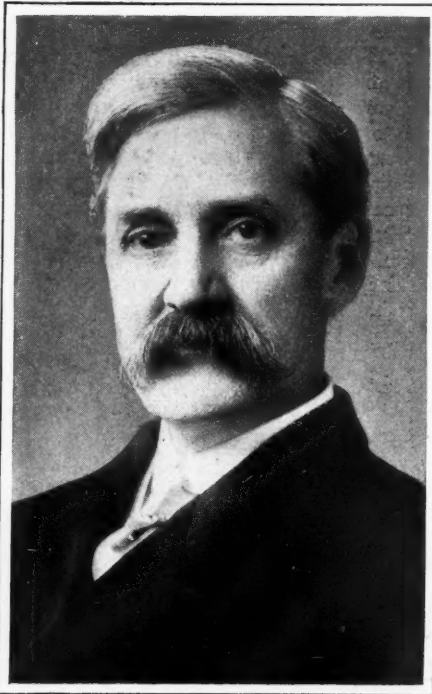
The most desirable result of the election of Senators by the people will be the emancipation of legislatures and State governments from party politics. It will take some time to work out this deliverance, but it will surely come. The great State of New York has been outrageously victimized by the politicians and grafters who have stolen control of party organization, and kept alive the tradition that Governors and members of legislatures must needs be selected as members of national parties, rather than as men fit to conduct the business of the State. Party politics in State affairs is a delusion and a fraud.

*Condition of the Parties*

Parties are no longer national in the strict and technical sense. They have come completely under the control of State laws, and the same name means different things in different States. Thus the Republican party in Iowa, Nebraska or Kansas is a very different affair from the Republican party in Ohio, Pennsylvania, or New York. The fight between the progressives and the standpatters had come earlier in those Western States, and the progressives had gained control of the Republican name and emblem. It will be some time before parties can become nationalized again, in view of the unhealed divisions of 1912 and the State primary laws which lend themselves to diversity rather than to unity. It is hardly likely that in 1916 the men who hold control of Republican organizations in the Western States will accept the dictation of those who control Republican organizations in the Eastern States. Party lines will not re-form till 1920.



BUT THIS IS MORE PLEASANT TO ALL CONCERNED  
From the *Public Ledger* (Philadelphia)



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## SENATOR CUMMINS OF IOWA

(Who has been renominated and will undoubtedly be elected to another term)

*The Progressives*

The Progressive party, meanwhile, is more necessary than ever in States east of the Mississippi River. In the State of New York, for example, the Barnes and Murphy machines still control the two old parties. In Pennsylvania, Senator Penrose and his friends are in perfect mastery of the Republican machinery. In Ohio, where Senator Burton will not run for another term, ex-Senator Foraker seems to be resuming his old headship of the Republican forces. In Indiana, the Fairbanks-Hemenway-Watson machine still dominates the party. Ex-Senator Beveridge could not, therefore, do otherwise than make his fight before the voters of Indiana upon a Progressive platform and ticket, that represent the political position he had always held as an advanced and up-to-date Republican. In Iowa, Senator Cummins will run as a Republican and will be reelected with a strong plurality. He has earned great distinction as a Senator, and is certainly progressive enough for all reasonable men. It would be absurd to vote against Senator Cummins in Iowa simply because his name for progressivism is the old name "Repub-

lican," under which he won progressive victories before the new party was born. If Senator Cummins, however, were a public man in Indiana, Ohio, Pennsylvania, or New York, he would have to be a member of the Progressive party, because there would be no room for him among the Republican leaders who, during the Taft administration, solemnly excommunicated him from the party for his heresies.

*The Congressional Elections*

There is naturally keen interest in the question to what extent the voters in November will show approval or disapproval of the Wilson administration. There has been much talk of a loss of confidence, and of a terrific impending slump in Democratic votes. Some people go so far as to predict that the present large Democratic majority in the House of Representatives will be completely reversed, and that the Republicans will come back with a large majority. The South, of course, will sustain the party now in power, although Louisiana may do something to show her feeling about free sugar. The prosperous Middle West, with its great crops, is not at all in sympathy with the anti-Wilson talk of New York, Pittsburgh, and Philadelphia. Even in Republican and Progressive strongholds of the prairie States, the President stands very high in public esteem. There is always in this country a reaction after the passage of any general tariff bill. The Democrats will, of course, lose many seats in Congress. But they can afford to lose a large number and still have a working majority.



## A MAN'S JOB

From the *Dispatch* (Columbus, Ohio)  
(In the heart of the country, from Ohio to the Rockies, they think Wilson a strong leader)





HON. FRANK P. WOODS  
(Congressman from Iowa and  
chairman of the Republican Con-  
gressional Campaign Committee)

The lines on which the approaching battle is to be fought by the three leading parties are indicated in the following statements by their Congressional Campaign Committee chairmen.

Chairman Woods, of the Republican Committee, says:

"I believe the people are disappointed with the Democratic administration, both legislative and executive. It has afforded none of the benefits promised, and has certainly wrought much of the damage feared. It has injured agriculture everywhere and stagnated all productive and industrial activity. It has been destructive and discouraging and not constructive and encouraging. Both its foreign and domestic policies have been vacillating and un-American; it has cared for the interests of everybody except the American citizens. I feel sure that the American people will show their disapproval this Fall by electing Republicans to Congress in many districts now represented by Democrats."

Mr. Doremus, Democratic chairman, states:

"The revision of the tariff, the new banking and currency law, the income tax, the development and extension of the parcel post, and numerous other constructive measures have increased the confidence of the people in the Democratic party, and have formed a record of constructive legislation unparalleled in the history of the country."

"What will it profit the peo-

Chairman Hinebaugh, of the Progressive Committee, declares:

"The Progressive party is pursuing a straightforward course, perfecting its local and state organizations in every Northern state and in many of the Southern states. It has become a national party rather than a sectional party, and after the 1914 campaign will at once clear the decks for action in the greater battle of 1916."

"Reports from our various state organizations clearly indicate that our delegation in Congress will be more than doubled in the next Congress. Hundreds of Progressives will be elected to legislative and county offices throughout the nation and our organization will then build from the bottom upward. Since 1910 the Republican party has lost 125 members of the lower house of Congress. It is conceded by all who know the facts that the Republicans are bound to lose five Senators in the coming election from the states of Pennsylvania, Ohio, Illinois,



HON. FRANK E. DOREMUS  
(Congressman from Michigan)

ple to return the Republican party to power?

"What constructive program has it to announce?"

"How much of the great work of this administration will it undo?"

"The American people have confidence in Woodrow Wilson. They rejoice in his patriotism and unselfish devotion to duty. They will in the coming election return a Democratic Congress to support him in his constructive policies of progress and reform. They will not elect a Republican Congress that for two years would only embarrass, harass and antagonize him in the great work of restoring this government to the people."



HON. WILLIAM H. HINEBAUGH  
(Congressman from Illinois and  
chairman of the Progressive Con-  
gressional Campaign Committee)

Kansas and California. A political revolution is on, and revolutions never go backward."



*National  
Prohibition*

It was announced last month, at Washington, that the House Rules Committee would, on July 1, report a special rule to force consideration of Representative Hobson's resolution for a constitutional amendment prohibiting the manufacture and sale of intoxicating liquors as beverages. While it seemed very doubtful whether the requisite two-thirds majority could be obtained for the passage of the Hobson amendment, many members of Congress did not attempt to conceal their dread of the prospect of a vote being taken and the necessity of recording themselves for or against the proposed amendment. Undoubtedly the rank and file of the majority party would prefer to have the vote postponed until after the fall elections. On the other hand, Representative Hobson and the other members interested with him in securing the adoption of the amendment declared that consideration at this time was being pressed by the opponents, and not the friends, of the resolution. The advocates of prohibition believe that postponement would only improve the chances of final passage.

*Progress of  
the  
Anti-Trust Bills*

Early in June the Administration's three anti-trust measures were quickly passed by the House with only perfunctory opposition. In the Senate, the Clayton bill, which makes a number of specific prohibitions designed to strengthen and supplement the Sherman Law, was referred to the Judiciary Committee and it was announced by the Democratic leaders in the middle of June that this measure would be the first of the three to be reported, followed by the Newlands bill establishing a federal trade commission, and the Covington bill giving the Interstate Commerce Commission power to regulate the stock and bond issues of railroads. A considerable degree of opposition to these measures, particularly the Clayton bill, had developed throughout the country; nor did Congress seem enthusiastic over the prospect of continuing in session through the summer to finish this business legislation. Mr. Underwood and other leaders were reported as favoring an early adjournment after the passage of the appropriation bills to enable the Democrats to prepare for the fall elections. President Wilson, however, stated very positively and publicly that he would use all his influence with Congress to obtain the passage of the trust legislation before its adjournment. Answering the complaints from many business men con-



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HON. RICHMOND P. HOBSON

(Mr. Hobson, the eloquent congressman from Alabama, is leading the Prohibition movement in the House)

cerning the handicap to trade from further legislative action and discussion, the President gave it as his opinion that business in general was not far from normal, that the much-talked-of depression was largely a state of mind, and that the very best thing for business was to go ahead and get the new laws established.

*Changes  
in the  
Trust Bills*

The most discussed amendment to the trust bills, and the one most bitterly criticized, was the exemption of labor unions from the operation of the Clayton bill. This amendment was passed by a unanimous vote of the House in response to vigorous efforts of Mr. Gompers and other labor leaders. Administration defenders maintain that the so-called "exemption of labor" will not operate to set the unions in a class by themselves against which the anti-trust laws cannot be invoked. Their theory is that the amendment simply says that the anti-trust laws shall not interfere with certain peaceable devices of labor unions which are already being freely used and which have been recognized by the courts as legal. But even among the Democrats there are those who believe that the exemption sections absolutely free the labor unions from

any penalties that may be invoked under the anti-trust laws, and there are still other Democrats who frankly say they do not know what the exemptions mean. Specifically, these changes in the Clayton bill restrict the power of judges to issue injunctions in labor disputes to cases where there will be irreparable damage to property which cannot be saved by other legal means. Also, the rights to strike, to boycott, and to picket are described and explicitly allowed.

*Strengthening  
the Trade Com-  
mission Bill*

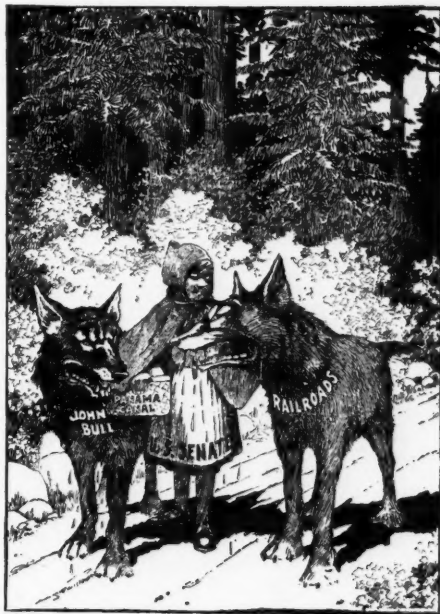
The Newlands bill, providing for an Interstate Trade Commission of three members, which was opposed both on the score of its tendency to espionage and of its futility, had been decidedly changed in the Senate before the end of June. The name was changed to the Federal Trade Commission to keep it from being confused with the Interstate Commerce Commission; the number of members was increased from three to five; it was given power to inquire into cases of unfair competition in trade, and to call on the courts to deal with them.

*What the  
Income Tax  
Will Produce*

June 30 is the last day on which payments of the corporation and individual income taxes are allowed without penalty. Two or three weeks before that date, it was announced that the



PURELY PSYCHOLOGICAL  
DR. WILSON—You're all right, my dear man. Have faith!  
From the Tribune (New York)



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LOOK OUT FOR THE WOLVES, RED RIDING HOOD!  
From the American (New York)

receipts from the new tax were going to be very much smaller than had been anticipated. The statisticians of the Treasury Department had originally estimated that the tax on individual incomes paid for the last ten months of 1913 would produce about \$55,000,000. By the middle of June, the Treasury decided that this estimate would have to be scaled down by no less than \$24,000,000. Secretary McAdoo issued a statement to the effect that his department believed a great many people subject to the income tax had made no returns and that many had made inaccurate returns, so that when the Treasury's dragnet had gathered in the delinquents, a considerable additional amount of income tax would be produced.

*A Treasury  
Deficit Soon*

In spite of the disappointing results of the income tax, Secretary McAdoo predicted that the Government's fiscal year would end, June 30, with a net excess of income over expenditure of some \$30,000,000. This estimate is made without taking account of Panama Canal expenses of \$37,000,000, which may be defrayed by the proceeds of bond sales. It is suggested by those who question the fiscal policy of the present Administration that the showing of the Treasury Department does not augur well for a treasury surplus in the years ahead. Under the Democratic



Photograph by the American Press Association, New York  
SENATOR NEWLANDS, OF NEVADA,  
(Who is active in supporting the trust bills)

tariff, sugar will go on the free list May 1, 1916, and sugar alone brought in \$60,000,000 of treasury revenue.

*Heavy Gold  
Exports  
to Europe*

Last month saw the largest movement of gold of recent years from this country to Europe. By June 17, the outflow of the metal to Paris and London had reached over \$65,000,000 in 1914, and nearly \$50,000,000 since May 1. The important causes for this unusual drain on the gold reserves of the country are the selling of American securities by European holders, the increase in imports under the new tariff, which, as noted in these comments last month, are tending to bring the United States into the position of a debtor instead of a creditor nation, the refusal of European banks to lend in the American market in the present situation of low interest rates resulting from slackened industry, and the sensitiveness of European capital to legislation aiming to control American business. Normally, there is a tendency toward a lowering of rates of exchange after midsummer, and this seasonal swing may soon bring rates to a point where it is no longer profitable to export gold. But some authorities look for an interruption of this

normal movement, due to the increase of imports under the lower tariff.

*Great Crops  
Now Assured*

The earlier promise of unusually abundant harvests in 1914 seems now certain to be fulfilled. The total yield of wheat for the country will approach 900,000,000 bushels, almost half of the world's average wheat production, and a new record for the United States, —being, indeed, 137,000,000 bushels more than was ever grown before in this country in any one year. On June 1, the composite condition of all the more important crops was, according to the Department of Agriculture, 2.2 per cent. above the ten-year average, whereas last year the June 1 composite condition was 1.2 per cent. below the ten-year average. Oats, rye, and barley were all in promising condition, and the only important crop to show up poorly this year is cotton, which, on June 1, was reported as indicating 7.6 per cent. below the ten-year average. The cotton States are diversifying crops.

*Nation Versus  
State in Rate  
Making*

On the 8th of June, the United States Supreme Court handed down an extremely important decision in the so-called Shreveport rate case. Certain Texas railroads charging freight rates to Shreveport, Louisiana, which had been accepted as reasonable by the Federal Interstate Commerce Commission, had been ordered by the Texas State Railroad Commission to reduce these rates. This brought



OUR ENVOIOUS NEIGHBORS

From the Register and Leader (Des Moines, Iowa)

the rate-making power of the State into direct conflict with the rate-making power of the Federal Commission. The Supreme Court's decision sustained the rights of the Federal Commission in unequivocal terms. In the decision, as announced by Justice Hughes, the Court holds: "Wherever the interstate and intrastate transactions are so related that the government of the one involves the control of the other, it is Congress, and not the State, that is entitled to prescribe the final and dominant rule." The principle established by this noteworthy decision is welcomed by the railroads of the country as promising to lessen one of their chief troubles,—the task of dealing with the enactments and regulations of forty-eight different States, any one or more of which might make prescriptions in conflict with those of the federal government.

*Whites and  
Blacks Getting  
Together*

Conferences held during the spring in the South showed very clearly the growing strength of that group of leaders, representing both the black and white races, which believes that the solution of the South's problems can only come from intelligent coöperation. At Memphis on May 6 several hundred men and women, white and black, were brought together by the third annual meeting of the Southern Sociological Congress. Former Governor William H. Mann, of Virginia, presided over this gathering and the special conferences to consider race relations were directed by Dr. James H. Dillard, president of the Jeanes educational board and director of the Slater Fund. The congress did not try to "dodge" a single one of the big questions that are recognized as belonging peculiarly to the South. It faced them all, frankly and courageously, and the tendency of its debate was distinctly constructive. Shortly before the meeting of the congress, groups of community workers had been assembled at Louisville, Ky., under the auspices of the Conference for Education in the South and the Southern Educational Association. The purpose of this meeting was to discuss the development of country life. Practical suggestions for hygienic improvement were made and there was a valuable interchange of experiences among the representatives of fifteen States. It was shown that in fourteen years illiteracy between the ages of ten and twenty years has been reduced from  $9\frac{1}{10}$  to 4 per cent. Among the negroes of Kentucky illiteracy has been reduced from 18 to 8 per cent.

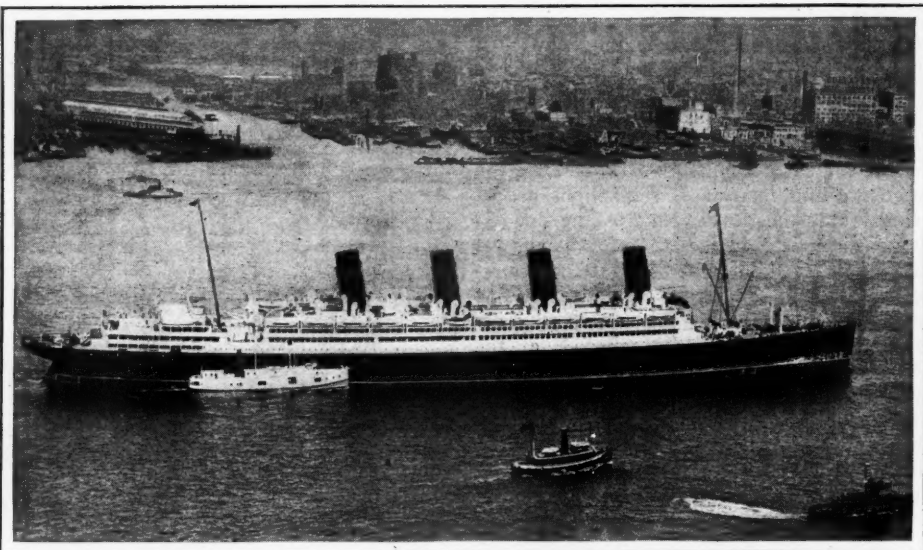


"WELCOME, LITTLE SUNBEAM"  
From the Public Ledger (Philadelphia)

*Better  
Negro  
Leadership*

At the Louisville conference emphasis was placed on the importance of the country church as a center of community life. The future negro ministers of the South were represented in a special conference held on May 14-18 in the city of Atlanta, Ga., under the direction of a group of leaders, including Bishop Lambuth, of Nashville, Dr. Dillard, of Charlottesville, President Mitchell, of Richmond, Major Moton, of Hampton Institute, and President Hope, of Atlanta. Southern men controlled the conference. There were nearly 500 colored students in attendance, from eighteen States. The purpose of the gathering was to set before these young men, who are to be the leaders of their race in the near future, their responsibilities in racial coöperation and uplift. It was pointed out to them that effective leadership on their part means, in the main, the guidance of their race in home-making, in country life, in church life, and in an education that will develop the latent values of their race, and that there is a special need in the South for ministers of better training who will live and work with their people. Such conferences prove that when the unselfish leaders of each race get together they find no real difficulty in reaching a common, workable platform. The white politician and the negro adventurer have been in the past the great obstacles to social harmony.





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THE AQUITANIA, THE BIG NEW CUNARDER. AGAINST THE BACKGROUND OF THE HOBOKEN DOCKS

(This view of the *Aquitania* shows her enormous size and trim appearance)

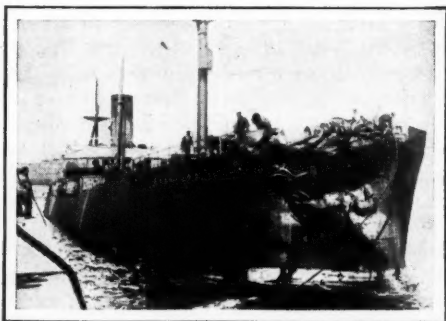
**An Appalling  
Ocean  
Disaster**

The terrible marine disaster in the St. Lawrence River, on May 29, occurring, as it did, about the time when the two largest passenger ships in the world, the Hamburg-American liner *Vaterland* and the Cunarder *Aquitania*, were making their first trips, called the attention of the traveling public vividly to the magnitude of the business of travel by sea and the perils that attend it. One of the most appalling marine accidents in history occurred when the steamship *Empress of Ireland*, belonging to the Canadian Pacific Railway, was rammed by the Norwegian collier *Storstad* and went down, carry-

ing more than a thousand passengers and crew. The accident occurred in the lower St. Lawrence River, and there were no circumstances other than a fog to account for it.

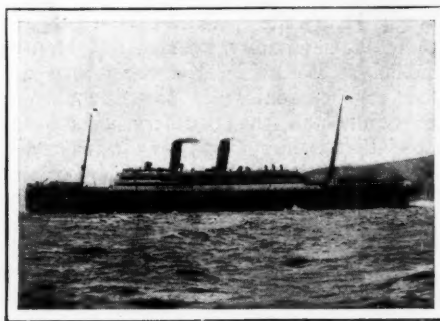
**Other  
Mishaps on  
the Sea**

Another marine accident which, but for rare skill and steady seamanship, might have proved very disastrous, was the collision between the American liner *New York* and the Hamburg-American liner *Pretoria*, which occurred on June 13, when both vessels were fogbound in the North Atlantic. In the Bay of Fundy, near Halifax, on May 22, the new Canadian lightship *Halifax XIX* ran



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(The collier *Storstad* showing her twisted bow)

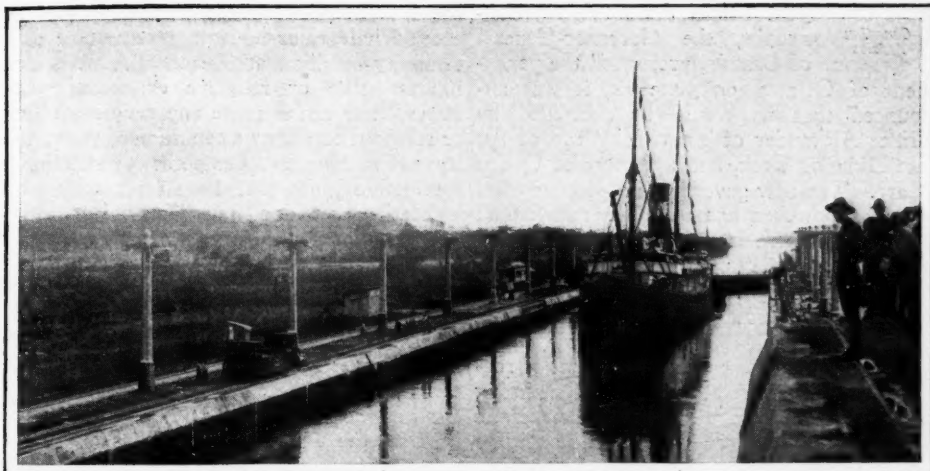


Photograph by the American Press Association, New York

(The *Empress of Ireland* before the collision which sank her)

THE ACCIDENT IN THE ST. LAWRENCE—THE EMPRESS OF IRELAND AND THE STORSTAD





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THE ALLIANÇA, THE FIRST OCEAN LINER TO GO THROUGH THE PANAMA CANAL, IN THE GATUN LOCKS

aground and capsized, the crew losing their lives; on June 17 the hospital ship *Maine*, which had been presented to the British nation by American women during the South African war, went ashore in one of the firths of Scotland during a fog, and was completely wrecked; on June 17 the North German Lloyd liner *Kaiser Wilhelm II*, during a fog in the British channel, was struck by the grain steamer *Incmore*, and, while damaged, escaped without loss of life. Finally, while it occurred on January 11 last, it was only on May 30 that the news was reported, by Captain Robert A. Bartlett, of the Stefansson Arctic Expedition, that the *Karluk* had been crushed in the ice and sunk, leaving the crew marooned on an island north of Siberia.

*Big New Liners  
and How to  
Make Them Safe*

The new big liner, the *Vaterland*, of the Hamburg-American Company, which is the biggest ship afloat, and whose dimensions are slightly greater than those of the *Imperator*, reached New York on her maiden voyage on May 21. Two weeks later the biggest ship of the Cunard line, the giant *Aquitania*, only slightly less huge than the *Vaterland*, completed her first trans-Atlantic trip. These vessels are equipped with the latest that science and invention can provide for the safety and comfort of the traveling public. The disasters that have already occurred and the shuddering possibilities of accident to these new giants of the deep have impressed upon the mind of travelers the importance of the

*The First  
Liner Through  
the Canal*

precautions which the great nations of the world have recently decided to take (as determined by the Safety at Sea Conference, held in London in June last) for all ocean traffic. Renewed interest is evident in the La Follette Seamen's bill, passed by the Senate some months ago, and reported to the House on June 17, by the Committee on Merchant Marines and Fisheries. This bill reduces the work and betters the condition of seamen and provides for larger crews. A number of trans-Atlantic lines have now adopted the submarine signal apparatus, by which the distance and location of an approaching ship may be determined in time of fog or darkness.

The signature of President Wilson to the bill repealing the Panama Canal Tolls Exemption law was affixed on the day that the first ocean liner went through the canal. As we recorded last month in these pages, barge and freight traffic was inaugurated early in May. *The Alliança*, of the Panama Railroad Steamship Line, was the first passenger ship to make the passage from ocean to ocean. The chief purpose of this experimental trip was to try out the electrical towing-machines. It is reported that these locomotives worked perfectly, and that the biggest liner afloat can now be handled easily in the Gatun and Miraflores locks. It is reported also that the work on the fortifications and the other defenses is nearing completion.

*Canadian  
Affairs*

Just before the Duke of Connaught, the Governor-General of Canada, prorogued the parliament of Ottawa, on June 12, it was announced that he would be succeeded by Prince Alexander of Teck, third son of the late Duke of Teck, and a brother of Queen Mary. The new governor is a popular man, who has, however, had a military rather than an administrative experience. While recognizing the intended compliment in sending to the Dominion royal Governors-General, some Canadians, including Mr. Emmerson, ex-Minister of Railways, have openly declared themselves as against the appointment of royalty "as raising social barriers and framing social distinctions in an essentially democratic country like Canada." During the last days of the session of the parliament, the redistribution bill, based on the last census, and creating thirteen additional parliamentary constituencies, was passed. It is expected that a general election will be held in September.

*Home Rule  
Finally  
Passed*

After having been passed twice by the House of Commons, and twice rejected by the House of Lords, the Irish Home Rule bill was finally passed, on May 25, by the Commons by a vote of 351 to 274. It was then sent to the Lords, who, according to the parliament act of 1911, had a month for its consideration. At the end of that month, if parliament had not been dissolved in the meantime, it was understood that whatever might be the decision of the upper house, the bill would receive royal assent and become a law of the land. This third Home Rule bill was originally presented to the Commons in the spring of 1912. The first was introduced in 1886 by Mr. Gladstone, during his premiership, and was rejected by the Commons. In 1893 Mr. Gladstone brought in the second Home Rule bill, which passed the Commons, but was rejected by the Lords. The third bill, it was expected, would receive the royal signature by June 25 and automatically become a law.

*What the  
Bill Provides*

It provides for the creation at Dublin of an Irish parliament consisting of a Senate of forty members and a House of Commons of 164 members. This parliament will not have power to legislate on peace or war, the army or navy, foreign relations, trade outside of Ireland, or the coinage. It cannot make any laws "either directly or indirectly establishing or endowing any religion or prohibiting

the free exercise thereof," or give "preference, privilege, or advantage or impose any disability or disadvantage on account of religious belief or religious or ecclesiastical status," nor can it make any religious belief or religious ceremony a condition of the validity of marriage. Temporary restrictions, furthermore, are placed on its power over legislation as to land purchase, old age pensions, national insurance, labor exchanges, postal service, savings banks, and the constabulary. The validity of any act of the Irish parliament is subject to the final decision of the Privy Council at London. The British sovereign, or his representative, will continue to be the executive in Ireland. Instead of the 103 members now sent from Ireland to the House of Commons at Westminster, under the new law only 42 will be sent. The cost of the Irish administration is to be borne by the Irish treasury except for certain reserved services. On the other hand, the Imperial Exchequer, according to the terms of the law, will hereafter pay an annual sum to the Irish Exchequer beginning with \$2,500,000. After six years this will become an annual permanent payment of \$1,000,000.

*The Protest  
of Ulster*

The provisions of the act are not what has aroused such fierce opposition in the two years and more during which Home Rule has been fighting its way through the House of Commons. The bone of contention has been as to whether the scope of the measure should include all Ireland, or should exclude the Protestant counties of Ulster. We have, from month to month, in these pages, recounted the progress of the "rebellion" of Sir Edward Carson and his Ulster followers, and described the preparations for "war" against Home Rule, culminating as they did, late in March, in the resignation of the regular army officers who objected to "service of coercion" in Ulster. We have also traced the progress of the parliamentary battle at London under the strategic leadership of Premier Asquith and Mr. John Redmond, head of the Irish party, against the opposition of the Unionists, led by Mr. Bonar Law.

*The  
Compromise  
Resulting*

During the last stages of the bill in parliament, in April and May, it became evident that some sort of compromise had been reached between the Liberal government and the Opposition. This compromise took the general form of an agreement that, after the Home Rule bill

had been finally passed, but before the establishment of an Irish parliament at Dublin, there should be a vote taken in Ulster, and if so decided, these discontented counties might remain outside the jurisdiction of the new government for a period of six years. At the end of this time another vote might be taken as to whether they should enter the new union.

*An "Amending Bill" of Concessions*

Early in June Premier Asquith announced that, while the Lords were considering the second reading of the main Home Rule bill, the government intended to introduce an amending bill embodying the concessions agreed upon. The introduction of a separate bill was necessary, because, according to the law now governing parliamentary procedure, a bill must pass the House of Commons three times in exactly the same language before it can prevail over the veto of the Lords. The rejection of such an amending bill by the Peers would not affect the main measure which had already automatically become a law. Refusal to agree to the amending bill would, however, indicate that the Lords had assumed responsibility for the way in which Home Rule was applied to Ulster. It was expected that the Lords would radically modify the amending bill if they did not reject it. The important facts, however, are that the Home Rule measure has at last become a law, and, despite the sensational reports of a Nationalist "army" being recruited by Mr. Redmond and his followers, all Ireland, last month, remained peaceful.

*Disestablishing the Welsh Church*

In these pages for June we analyzed the "Broadback" budget of Chancellor Lloyd George, showing how the Chancellor proposes by his estimates for 1914-15 to make up the present deficit of about \$49,000,000. In a speech, on June 3, Mr. Lloyd George announced that, if the financial estimates were not authorized before the regular date of adjournment, parliament might be asked to "sit a little longer than usual." It was generally understood that the ministry would not resign until other important reform legislation had been adopted. On May 19 the Welsh disestablishment bill, having been passed on its third journey through the lower house, became a law, the first under the new parliament act, that is, without the consent of the Lords. The bill provides that so far as Wales and the shire of Monmouth are concerned, the Church of England will cease to



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LONDON "BOBBIES" ARRESTING A MILITANT SUFFRAGETTE FOR RIOTING OUTSIDE BUCKINGHAM PALACE LAST MONTH

be established by law; that all cathedrals and ecclesiastical corporations are to be dissolved; and that the Bishops of the four Welsh dioceses cease to be members of the House of Lords. According to figures presented by Home Secretary McKenna, the greater part of the income of the Welsh church will not be affected by disestablishment,—“the only portion of the income affected being the sum of £157,000 represented by ancient endowments, chiefly tithes.” The “life interests” which the bill perpetuates, on the other hand, are estimated to be worth \$10,000,000. Another important legislative measure, the plural voting bill, embodying the principle of “one man, one vote,” passed its third reading in the House of Commons on June 15. This is its second journey through the Commons.

*Campaign of the "Wild Women" in England* The “fury” campaign of the militant suffragettes, the “wild women,” as they are beginning to be called in England, during the past few weeks has amazed the world with its ingenuity and recklessness. The regular procedure of burning public buildings, destroying valuable pictures, and showing disrespect



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MISS SYLVIA PANKHURST BEING CARRIED FROM BOW STREET HEADQUARTERS OF THE SUFFRAGETTES TO BUCKINGHAM PALACE LAST MONTH

(She was arrested en route, but later succeeded in making Mr. Asquith promise to receive her co-workers)

to church services has been varied by several features even more startling to the conservative Britons. During a court levee at Buckingham Palace on June 4 a daughter of one of the titled families stupefied the court of his Britannic majesty by prostrating herself at the feet of King George and begging him not to use force against the militants. A few days later a militant bomb went off under the historic coronation chair in Westminster Abbey, wrecking the famous Scone Stone upon which the luck of the British monarchy traditionally depends. Meanwhile, at militant meetings the name of the King was hooted, and various members of the famous Pankhurst family were arrested and cast into prison and inaugurated new hunger strikes.

*But "Votes for Women" Sentiment is Growing*

The clamor and depredations of the militants have undoubtedly alienated the sympathies of a great many English men and English women, as well as thoughtful people of the rest of the world. There is a strong and growing society in England bitterly opposed to woman suffrage, which bases its arguments largely on the contention that the militants have demonstrated the unfitness of women for the vote. On the other hand, it should not be forgotten that the English militants are com-

paratively few in number, and there is a very large and growing body of the general public and of the governing class in England which is in favor of votes for women. Even the reactionary House of Lords, in its vote on the woman suffrage bill, on May 6, recorded 60 votes in favor of woman suffrage, while there were 104 against it, and those who voted for the bill included Lord Morley, the Archbishop of Canterbury, and the Bishop of London. The leaders of the militants insist that the English marriage and property laws are archaic and cruelly unfair to women, and that they have tried every peaceful argument and inducement for forty years to have these altered and to get the vote, but without avail.

*Censuring the Liberal Attitude*

An American traveler in London recently reported that in the offices of most of the daily newspapers orders are given that only stories in which the suffrage movement is held up to ridicule or public dislike are permitted to appear. A goodly proportion of the Liberal ministry, including Chancellor Lloyd George and Sir Edward Grey, are in favor of votes for women. The Chancellor is reported to have said that the women can win only by hitting John Bull where it hurts him most,—in his property interests. An increasing number of articles in the British reviews censure the Liberal party for its retrograde attitude on this question, the writers, including some of the best-known English economists, maintaining that the enfranchisement of women is such an essential part of Liberalism that to refuse to put the question to vote is a fatal mistake for the party. It has come to be believed in England that the next government, whether Liberal or Conservative, will bring in a measure giving some sort of restricted suffrage to women. On June 18 Premier Asquith finally yielded and consented to receive a deputation of women who desire the ministry to permit some action on the vote question.

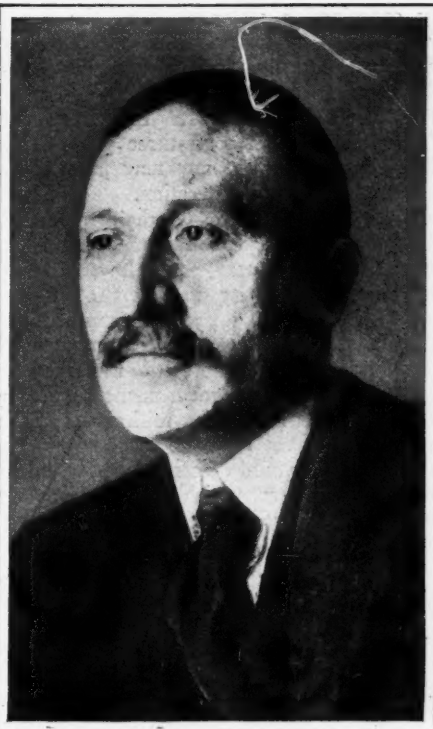
*Italy's Industrial Troubles*

One of the legacies of the Tripolitan war which has remained to plague Italy is the financial drain occasioned by that conflict, which still continues, and the serious disarrangement of industrial conditions because of the withdrawal of so many men for military occupations. Since the close of the war with Turkey, Italy has been subject to a number of strikes and riots, and the Government has been accused of arbitrary methods in repressing these. During early June it was



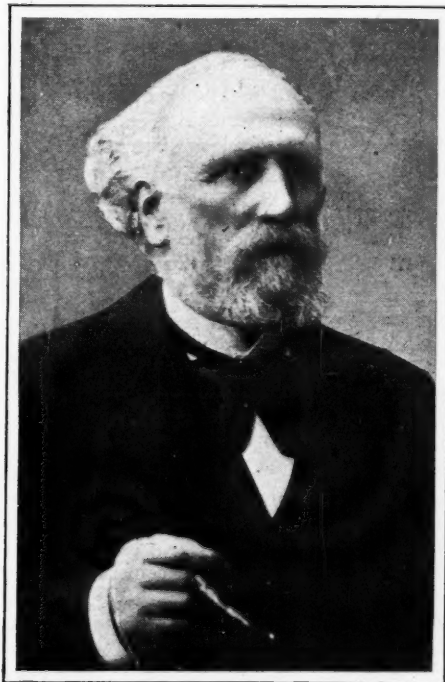
reported that strikes in the north were seriously hampering business in Genoa, Florence, Venice, Milan, and Turin. Two men, supposed to be anarchists, were shot by the police of Ancona, on June 6, and a general strike was pronounced throughout Italy as a protest. This strike, however, was later called off after much property had been destroyed. On June 14, the municipal or administrative elections, as the Italians call them, were held. It is reported that the monarchist and clerical parties scored gains. The Salandra ministry is apparently able to hold its own, having on June 12 triumphantly carried its budget for 1914-15 through the Chamber of Deputies by a large majority. The government promises less interference with elections by the central authorities. An event of particular interest to Americans in Italy, during late April, was the meeting of the International Council of Women, a summary of the proceedings of which is given by Mrs. Ida Husted Harper on page 60 of this issue of the REVIEW.

*Fall of the Doumergue Ministry in France* The bitter opposition of the French Radicals and Socialists to the extension of the term of military service, effected by the law of last



Photograph by the Bain News Service, New York

M. RENE VIVIANI, THE NEW PREMIER OF FRANCE



ALEXANDRE RIBOT, WHO WAS PREMIER OF FRANCE FOR ONE DAY LAST MONTH

winter, resulted last month in the fall of two cabinets in one week. After only a few months of perilous existence, the Doumergue ministry, shaken by the Caillaux scandal, and only barely successful at the parliamentary elections in April, resigned on June 1. Gaston Doumergue became premier last December, when the Barthou government resigned after a defeat on the budget. The Doumergue government was finally forced to succumb because of its inability to command a majority in the Chamber. President Poincaré vainly endeavored to get MM. Viviani, Dupuy, and Deschanel, in succession, to form new ministries. Alexandre Ribot, one of the Elder Statesmen of France, an old hand at parliamentary strategy, finally, on June 10, got together a ministry, which, however, resigned the next day, being unable to secure a vote of confidence on its first measure.

After several days of effort, M. Viviani, who has, for years, been Minister of Education, formed a cabinet which was sustained on the first measure proposed. The declaration of pol-

*Viviani  
Forms Another*

icy contained a statement that the Senate would be asked to include in the budget of 1914 a progressive income tax and in the budget of 1915 a progressive tax on capital. The Viviani ministry is the forty-ninth France has had in forty-three years. The chief difficulty which any new premier has to settle is the army question. The Socialists, who greatly increased their number in the parliament at the recent election, are against the three-year army law, although the popular majority in favor of it was large. It is held by French statesmen generally that the increase in the army term is necessary for the safety of the republic. Even if any French government should favor the reduction of the military establishment, it has been reported that the Russian government would thereupon withdraw from the alliance which is, therefore, regarded in France as absolutely essential to the republic's international position.

*Amending  
the Danish  
Constitution*

One of the first public acts of King Christian X of Denmark, who, it will be remembered, succeeded his father, Frederick VIII, on May 14, 1912, was the introduction in the Rigsdag, on October 23 of that year, of a reform bill amending the Danish constitution, which has been in force since 1866. By the terms of this measure, which was adopted by the lower house or Folketing, on December 13, 1912, women were given the right to sit as members, the minimum voting age was reduced from 30 to 25, the membership of the lower house was increased from 114 to 132, the length of its sessions was extended from three years to four, election by privilege, royal nomination, or on property qualifications, was abolished, and it was provided that 54 out of the 66 members of the Landsting (the upper house) should hereafter be elected by town and parish councils, while the remaining 12 should be selected by the 54. This reform was directed chiefly against the upper house, which has always been very reactionary in its point of view, and was eagerly supported by the Radicals and Socialists in the Folkething. The Conservative minority in the Landsting, however, by refusing to participate in the voting, prevented a quorum so that no business could be transacted.

*Is the King  
a  
Reactionary?*

The matter, therefore, was held up for a year and a half. Finally, on June 9, when the lower house had again passed the bill by a large

majority and sent it to the Landsting, the Premier, Dr. Zahle, announced that the Government would advise the King to dissolve the Senate in order that a new Chamber might be elected, to act constitutionally in the matter. On June 12, King Christian dissolved the Landsting, although he declared that such action ought not to affect the twelve members heretofore appointed by the crown. It is expected that a new election will soon be held, and that the Liberals will secure a definite majority in the upper house, thus assuring the adoption of the amended constitution. Eminent Danes to visit the rest of the world recently included no less a personage than King Christian himself and his Queen, who, in May, paid a visit to London and Paris, while the celebrated Danish critic, Georg Brandes, made a quick trip to the United States and lectured in various cities. A summary of Dr. Brandes' literary achievements and points of view is given on another page this month. Jacob A. Riis, one of the best-beloved of our "imported" Americans, a Dane by birth, died on May 26. A few appreciative words from Colonel Roosevelt and others about Mr. Riis and the excellence of his citizenship are quoted in another department.

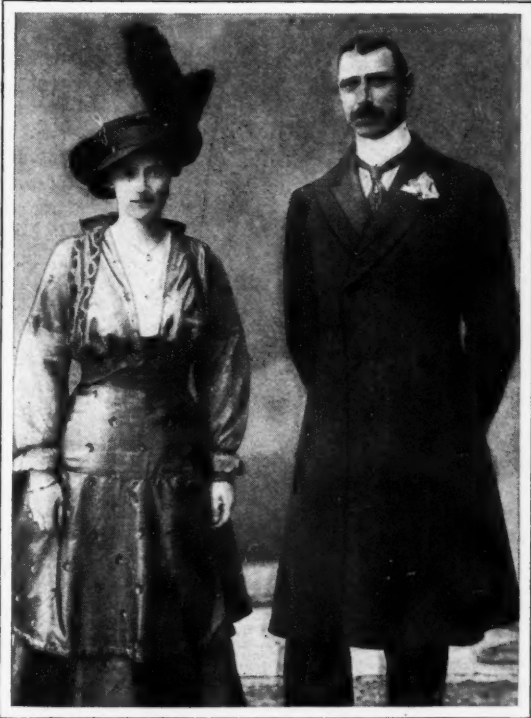
*Sweden Defend-  
ing, Norway  
Celebrating  
Independence*

In the other Scandinavian nations, Sweden and Norway, questions of nationality have been engaging public attention. The long-drawn-out Swedish campaign for increased defenses, with particular reference to presumed Russian aggression, has reached at least the beginning of a settlement by the introduction, on May 25, of the new defense bill in the Riksdag at Stockholm. This measure increases the term of liability to military service. All able-bodied Swedish men may now be called to the colors at any time during a period of twenty-three years. The measure, which seems certain to be enacted into law, also provides for the construction of eight battleships and the improvement of fortifications along the Russo-Swedish frontier. Norway, for her part, has been celebrating the one hundredth anniversary of her independence from Denmark, which was achieved in 1814. An interesting feature of the celebration was the great parade in Christiania, on May 17, which included, among other features, 40,000 school children and 3000 Norwegian-Americans, who carried, with the Norse flag, the Stars and Stripes. These Norse-Americans will celebrate the 4th in Christiania.

*An "Alliance of Little Nations"* The spirit of nationality is very strong in the Scandinavian peoples, and it would be a loss to the world if any of these countries should lose their independence. It may be that their political integrity will be assured by some sort of alliance with the other smaller countries of Europe, some of which have already had their neutrality guaranteed. At any rate, it is now reported that diplomatic negotiations have already been begun between the governments of Denmark, Sweden, Norway, Holland, and Switzerland for a sort of understanding, which, it is hoped, "will result in the formation of a union of the small nations of Europe." The object, so the advocates say, would be to unite the military and naval forces for common action when any one of these countries is attacked by a great power.

*Is Another Balkan War Near?*

The news from south-eastern Europe during the past few weeks has indicated that, in the very near future, the world may witness the outbreak of another Balkan war. As was expected by those who understand the artificial nature of the new state of Albania (a condition we have pointed out more than once in these pages), Prince William of Wied, King, or Mpret, of Albania, was obliged to flee and take refuge on an Italian warship after he had reigned only three months. An insurrection against his authority, largely engineered by Essad Pasha, Minister of Foreign Affairs and of the Interior, in the interest of Mohammedan domination, resulted early in June in open warfare. Several battles, with uncertain outcome, between the insurgents, who declare they will pay no taxes, on one side, and the regular Albanian troops, reinforced by the *gendarmerie* of Italy and Austria, finally appear to have inflamed international jealousy to the point at which the Italian journals are openly accusing Austria of intervention. Meanwhile, the Greeks, who, apparently, do not intend to relinquish Epirus, which is filled with Greek subjects, but which has been handed over by the powers to Albania, have called upon the Turks to cease persecution of the Greeks still within the Ottoman domain. The government



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KING CHRISTIAN AND QUEEN ALEXANDRINE OF DENMARK

at Constantinople has responded with a defiant announcement that all Greek subjects will be expelled from Thrace and Asia Minor. An interesting feature of the Turk's effort to thoroughly overhaul his military establishment is the authorizing of the Boy Scouts organization and its spread all over Turkey. On May 25 the first section to be officially recognized by the government was inaugurated at Constantinople by the Minister of War. It is intended as a preparatory school for the army.

*As to Greek and Bulgarian Atrocities*

In reply to this Turkish defiance, Premier Venezelos, speaking in the Greek Boule, at Athens, on June 12, virtually threatened war against Turkey unless the expulsion of Greeks ceased. Both countries are increasing their navies. Greece has been endeavoring to purchase two superannuated battle-ships of the American navy. The tension between Serbia and Greece on one side and Bulgaria on the other has been embittered by the recently published report of the commission appointed by the Carnegie Peace Endowment to investigate the alleged atrocities in



Photograph by Underwood & Underwood, New York

KING CONSTANTINE OF GREECE

the two Balkan wars. This report declares that, in the first war, the atrocities were committed first by Turks, and then by Christian inhabitants in Macedonia, rather than by regular troops. In the second war "a frenzy seems to have seized upon all the combatants." The troops of all these Balkan nations, says the report, showed themselves possessed "by a blind fury for destruction, a pitiless cruelty, a forgetfulness of natural regard for the child, the weakling, the wounded, or the woman." In weighing the charges made by Greeks against Bulgarians and Bulgarians against Greeks, the report of the commission condemns both, but the Greeks somewhat more, and states frankly that "the accounts of neither tell more than a part of the truth."

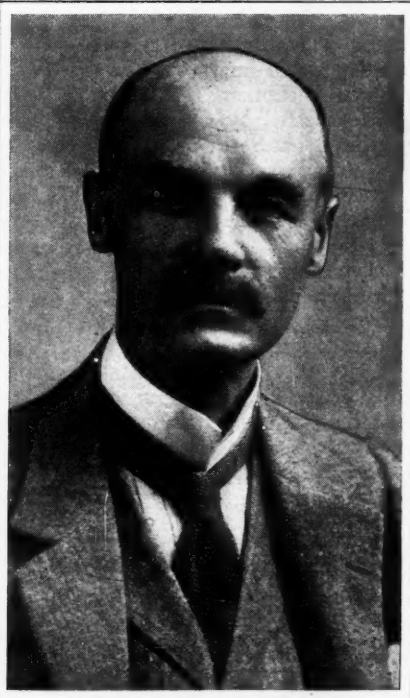
Russia vs.  
Austria and  
Germany

The bitter feeling between Russia and Austria continues, if we may believe the tone of the press in these countries and the guarded, though unmistakable, utterances of Russian and Austrian public men. It is believed that Russia is intending to provoke a Near Eastern crisis. Reports are also rife that a secret naval con-

vention has been concluded between England and Russia with the object of enforcing the demands of the Triple Entente against Germany. By the unique and amazingly frank method of openly asking an eminent Russian to explain the attitude of his country towards Germany, Professor Delbrück, the editor of the *Preussische Jahrbücher*, has obtained a significant statement which he has published in his magazine. His Russian correspondent, Professor Mitrovanov, of Moscow, declares that "Germany has pushed Russia out of the Balkans and put Austria across her path." As far as Russia is concerned, extension into the Balkans is "a political necessity," and nothing short of the possession of the Bosphorus and the Dardanelles "will end the intolerable situation."

Crushing  
the  
Caucasus

An evidence that Russia is preparing for some warlike movement on a large scale through the Caucasus mountains is furnished by a letter of a Tiflis correspondent appearing in a French newspaper. That part of Russian trans-Caucasus territory known as Georgia was the center of the revolutionary whirl-



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RUSTUM BÉY, THE NEW TURKISH AMBASSADOR  
TO THE UNITED STATES

(Showing the sort of man the new young Turk is)





GREEK REFUGEES FROM ALBANIAN ATROCITY—PEASANTS OF EPIRUS FLEEING SOUTHWARD  
(From a photograph sent by a Greek in the unfortunate region)

wind of 1905-6, towards the close of the Russo-Japanese war. It seems that the terrible repressive measures which were then taken to punish these revolutionary sentiments are now to be repeated with even greater vigor in the same regions. It is a striking illustration of the ruthless methods of Russian militarism.

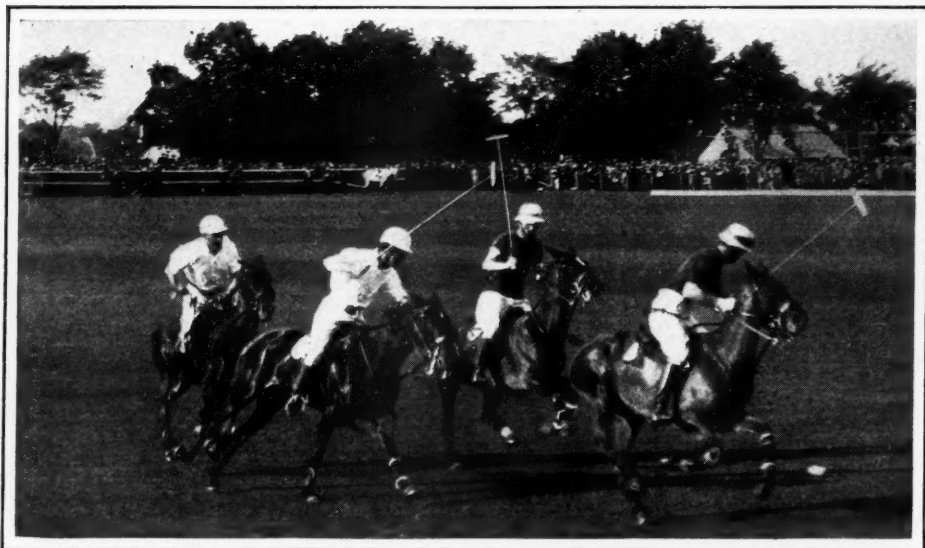
*The Georgians  
Preparing  
to Fight*

On account of the intense spirit of independence which its peoples have preserved in spite of the severity of the repression of their insurrection at that time by the Cossacks under General Alikhanov, let loose on them by order of the Emperor's Lieutenant in the Caucasus, Worontzov-Dashkov, the Georgians, especially of the Kutais and Gari districts, which lie between Tiflis and Batum on the Black Sea, have remained on the blacklist of the government at St. Petersburg. They have sent to the Russian Duma many Radicals, and this has aggravated the feeling against them. Now the administrators of the Caucasus have decided to "tear them up by the roots" and disperse them. The correspondent, writing from the Caucasus, depicts in touching language the terror of the population of Gari, which is about to be removed, and states that all this has to do with preparations now going on in the Caucasus for an invasion of Turkish Armenia. The villages are to be razed to the

ground and a general clearance made for strategic reasons.

*Indifference  
of Europe*

The real motives, we are told, are that another rising in this particular part of Transcaucasia might be fatal to the Russian army during a campaign against the Turks in eastern Asia Minor, by cutting off its communications to the Black Sea to the west, and with Russia through a few mountain passes on the north. The Russian press has, apparently, received orders to preserve silence on the matter. The Georgian paper, *Sakhalado*, however, has taken it up, and asked, on behalf of a group of young Georgians who have resolved to fight, "Will Europe allow this crime to be accomplished?" apparently oblivious of what has been going on in the Balkans for more than two years. A Russian writer in a Paris journal, commenting on this proceeding of his government, tells the Georgians that modern Europe has no time nor inclination to concern itself with such trifles, and that they must look for help in other directions, indicating the revolutionary elements which are already working in anticipation of a great European war, and one section of which, the Poles, recently notified the Russian Duma that in case of a war against Austria they (the Russian Poles) meant to "take decisive action in their own interests."



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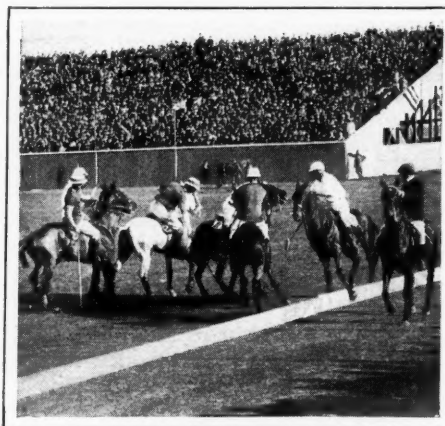
#### THE INTERNATIONAL POLO MATCH

*The picture above and the one to the right show typical episodes during the second and final game in the series played at Meadow Brook, N. Y. The British team won both games, and carried back with them the cup emblematic of the international championship.*



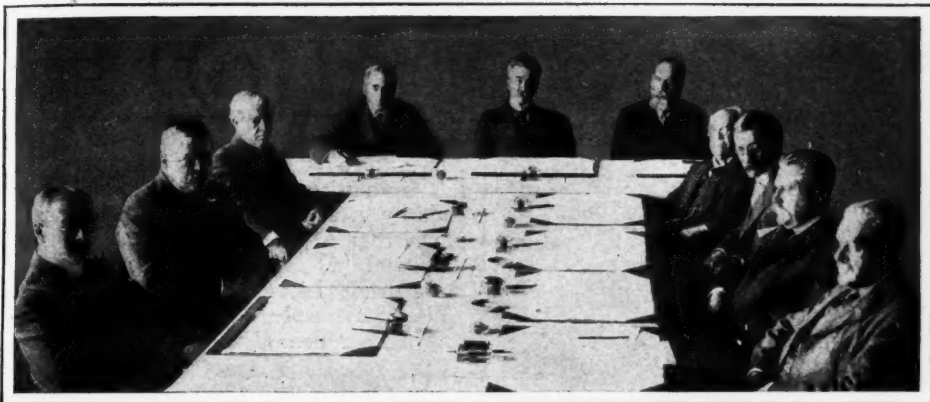
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THE "RESOLUTE" AND THE "VANITIE" IN A TRIAL RACE TO SELECT THE BOAT TO DEFEND THE AMERICA'S CUP AGAINST LIPTON'S CHALLENGE



Photograph by the American Press Association, New York

THE UNIVERSITY OF WISCONSIN CREW PRACTISING ON THE HUDSON AT POUGHKEEPSIE FOR THE INTERCOLLEGIATE RACES OF JUNE 26



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#### THE MEXICAN MEDIATORIAL CONFERENCE IN SESSION AT NIAGARA FALLS

(From left to right, American delegates, H. Percival Dodge, Secretary, Mr. Lehmann and Justice Lamar. In center at rear, the mediators, Dr. Naón, Ambassador da Gama, and Minister Suarez Mujica. The Mexican delegates, Señor Rodriguez, Dr. Rabasa, Señor Elguero and Secretary Elguero)

## MEDIATION AT NIAGARA FALLS AND AFTER

### THE STORY OF THE SECOND MONTH OF OUR ADVENTURE IN MEXICO

**I**N these pages last month we recorded the news of the Mexican situation, from the landing of the American forces, at Vera Cruz, on April 22, to the meeting of the mediatorial conference at Niagara Falls, Canada, on May 20, including the story of the campaign of the Constitutionalists, from the taking of Torreon to the capture of Tampico, as well as a summary of the stories of famous and less-known refugees from the Mexican chaos.

The four weeks preceding the writing of these lines have been marked by the long drawn-out deliberations of the A. B. C. mediators and the delegates of the United States and Mexico at Niagara Falls, Canada, by the wavering and rather puzzling course of the State Department with regard to the question of permitting arms and ammunition to reach the combatants in Mexico, and the steady, though somewhat slower progress of the armies of the Constitutionalists towards Mexico City.

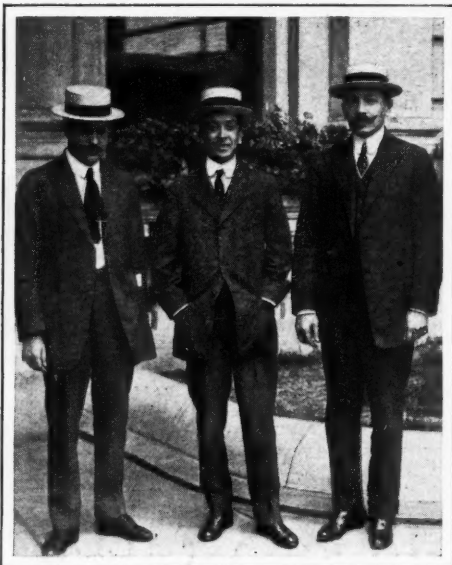
#### *The A. B. C. Conference at Work*

The personnel of the mediators at Niagara Falls, as we pointed out last month, was such as to inspire confidence and respect. In the order of their seniority as representatives at Washington, these conciliators were Ambassador da Gama, of Brazil; Dr. Naón, Minister of Argentina, and Señor Suarez

Mujica, Minister of Chile. The Mexican delegates were Señores Rabasa, Rodriguez and Elguero. The United States was represented by Justice Lamar and former Solicitor of the State Department Frederick W. Lehmann.

The conference began its sessions on May 20 with an address by the Brazilian Ambassador and responses by Judge Lamar and Señor Rabasa. Then the deliberations were withheld from the public. It became known that President Wilson had impressed upon the American delegates the importance of the settlement of the land question in Mexico, and that he would not recognize a government which did not undertake a thorough land reform. Furthermore, it was believed that the President had told our delegates that American troops would not be withdrawn from Vera Cruz until after the establishment of a strong provisional government pending a general election.

From the beginning it was seen that the success of the conference would depend largely upon the attitude and acts of Carranza and his forces. Secretary Bryan was in constant communication with the rebel "First Chief," and many efforts were made to get him to participate. The mediators, however, declined to admit Constitutionalist delegates unless an armistice was agreed upon and this Carranza would not do. Neverthe-



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#### THE CONSTITUTIONALIST JUNTA IN WASHINGTON

(From left to right: José Vasconcelos, José Urquidí and Rafael Zubáron. The Constitutionalist notes were delivered to the Niagara Falls mediators by Señor Urquidí. Señor Zubáron is the chief of the agency. Señor Vasconcelos is a well known Mexican lawyer)

less Carranza made a number of efforts to have representatives admitted to the conference. Several notes passed between the mediators and the Constitutionalist through the medium of the junta or agency, which the Carranzistas have maintained at Washington for some months. On June 12, Carranza appointed three delegates to the conference, Fernando Iglesias Calderon, leader of the Mexican Liberty party; Luis Cabrera, Constitutionalist confidential agent in Washington, and José Vasconcelos, formerly confidential agent in Canada, and now attached to the Constitutionalist junta in Washington. These delegates were not received at Niagara Falls, but made their headquarters temporarily at Buffalo.

#### Agreement upon One Pacification Plank

On June 12 it was announced that the conference, while rejecting an arrangement said to have been initiated by Mr. Bryan for the government of Mexico by a commission of three, the mediators and delegates had agreed upon a pacification plan which had been accepted by President Wilson and General Huerta. This was in substance that (1) Huerta should appoint as Minister of Foreign Affairs a man in sympathy with the Constitutionalist movement; that he (Huerta) should then resign and that this

minister (as provided by the Mexican constitution) should succeed him as president; (2) that this president should appoint four cabinet ministers, to be named at Niagara; (3) that the policy and action of this commission should be determined by a majority vote of the five, and that it should provide for a general election at an early date; and (4) that this provisional government should be recognized at once by the United States and the American troops withdrawn from Vera Cruz.

#### Deadlock Over Choice for President

The Mexican delegates, with the evident approval of the mediators, insisted that the provisional president, or presiding officer of the commission, should be a neutral, that is, neither a Carranzista nor a Huertista, although they were willing to admit that he should sympathize with the demands of the Constitutionalist. The American delegates, on the other hand, under full instructions from Washington, declined to sanction the name of any non-Constitutionalist.

It became evident, by the middle of last month, that the mediatorial conference was about to break up through the deadlock thus brought about. On June 16, Judge Lamar and Mr. Lehmann went to Buffalo and had a conference with the Carranza delegates and the rest of the Constitutionalist junta. The Mexican representatives in the conference then decided to make public their point of view, which they did in a statement given to the press the following day. This statement claimed that to "take a rebel for president would mean election by revolution"; that the vote might be falsified by a Constitutionalist; that a neutral president was needed; and that the American attitude would be bad for both the United States and Mexico. On June 17 the American delegates, with the sanction of Washington, issued a reply. The American statement "utterly repudiates" the intimation that President Wilson "intends to destroy the electoral liberty of Mexico" and reiterated the belief and position of the government at Washington that the Constitutionalist must be completely satisfied with the choice of a provisional president. It was freely predicted that unless the Mexican delegates yielded on this point, advising Huerta to retire voluntarily in favor of a Constitutionalist president, the United States would openly aid the rebels. This was understood to mean that mediation had become an acknowledged failure, and that President Wilson would lift



the embargo on arms from the North in favor of the Constitutionalists, and would also continue to hold Vera Cruz so that Huerta might not receive any arms or munitions of war.

### *The Constitutionalist Advance*

Meanwhile there had been a general, steady, though slow, advance of the Constitutionalists toward Mexico City. After the capture of Tampico, the objective of the Northern rebel army was Saltillo, where, it was expected, General Carranza would announce himself provisional president. The Federals evacuated Saltillo on May 20 and Villa took possession. In a number of small battles the Federals were defeated. At Zacatecas, however, on June 14, the Constitutionalists, under General Natera, were defeated by Huerta's troops. Before this battle it had been announced that Carranza had appointed Natera to be Villa's superior officer. The defeat of Natera incensed the followers of Villa, who accused Carranza of not appreciating their leader, and gave rise to a renewal of the reports which have constantly come to this country during the past few months that Carranza and Villa had disagreed, and that the First Chief had been deposed by the military leader. All sorts of wild stories appeared in the daily press till the reading public was hopelessly puzzled. It was known that all along Villa has been anxious for American support, and that he has resented Carranza's rather cavalier attitude towards the United States. Nevertheless, Villa had always denied any break with the civil head of the revolution and, while claiming the military leadership, had insisted upon his loyalty to the Constitutionalist cause.

### *Character of the Rebel Leaders*

Newspaper correspondents and others who have recently been upon the scene of the fighting in Mexico say that in this country there has been an overemphasis of the importance of Villa. He is a man of great energy, undoubtedly of considerable executive ability, and of unusual military skill. He is, moreover, spectacular and picturesque, and is just the sort of leader to get on the front pages of the newspapers. There are, however, other Constitutionalist leaders, both civil and military, of a very high type, much higher than Villa. With the exception of the latter, these leaders are men of education. Carranza himself was Governor of Coahuila under the Madero regime. He is surrounded by other men of his own high



Photograph by Brown Brothers, New York

GENERAL EMILIANO ZAPATA, THE PICTURESQUE FREEBOOTER "CONSTITUTIONALIST" GENERAL OF SOUTHERN MEXICO

standing and education. Prominent among these we are told, are General Felipe Angeles, Assistant Secretary of War and Chief of Artillery, a man of high character, and noted as a friend of the United States, and General Alvaro Obregon, who has had as unbroken a series of successes as Villa, and is a statesman as well as a military leader. The victor of Monterey and Tampico, General Pablo Gonzales, is also a man of promise and there are many others—not forgetting the doughty Zapata, who, though by report a bandit, has evinced a good deal of military capacity and has been endeavoring to adjust the land question in the territory he has made his own. Guadalajara and other large towns in the south and southwest were besieged by General Obregon and other Constitutionalist leaders, and, by the middle of last month, seemed tottering to their fall.

### *What Are We Trying to Do About Arms?*

It has been difficult to understand or see any consistency in the apparent wavering of the State Department in the question of allowing arms and ammunition to reach the combatants in Mexico. The country was



Photograph by the Press Illustrating Company, New York

WOUNDED AMERICAN SOLDIERS AND SAILORS WHO SURVIVED THE TAKING OF VERA CRUZ, AT THE BROOKLYN NAVY YARD HOSPITAL

informed that the seizure of Vera Cruz,—by seizing the custom house,—had been based entirely on the desire to prevent the German merchant ship *Ypiranga* getting her cargo of arms to Huerta. No blockade, however, was declared, and a month later—in the last days of May—this same German ship landed its cargo at Puerto Mexico. This was done in the presence of our ships of war, and the arms which a month before we had kept off by sacrificing a score of lives of our own men and several hundred Mexicans got into the hands of Huerta's army. Another German vessel, the *Bavaria*, also landed arms, while the United States forces made no attempt to interfere. In all the dictator gained through these vessels 250 machine guns, 20,000 rifles and more than 16,000,000 rounds of ammunition. Later the Ward liner, the *Antilla*, with 15,000,000 rounds of ammunition and other war material destined for the Constitutionalists, left New York, and, at the end of her voyage, on June 9, was permitted to land at Tampico. Then, after a

cabinet meeting on the same day, orders were issued to prevent the landing of 45,000 rounds of ammunition which had left New York on another steamer. The rebels had declared Tampico a free port. Just before the *Antilla* reached that place, Huerta had issued orders to two gunboats, which make up the Mexican Federal navy, to blockade Tampico harbor. On June 9, however, owing to the protest of the United States against any warlike action, Huerta withdrew his order for the blockade.

#### *The Mexican Congress Meets*

An extra session of the Mexican congress was opened on June 22. It was called, so General Huerta announced, to consider (1) everything connected with the agreements or conventions that might result from the conferences of the Mexican government, the government of the United States of North America, and the representatives of the mediating powers; (2) internal questions connected with the country's pacification.



THE COMMENCEMENT-DAY PROCESSION AT YALE UNIVERSITY, ON JUNE 17

(Our picture shows several distinguished guests who were recipients of honorary degrees. First comes Minister Naón of Argentina, escorted by Governor Baldwin of Connecticut. Mr. Naón was one of the peace mediators, who left Niagara Falls to receive this degree and then ran down to confer with President Wilson and Secretary Bryan before returning to Niagara Falls. The third figure is General W. C. Gorgas, famous for the sanitary work at Havana and in the Panama Canal Zone. George Wharton Pepper, the Philadelphia lawyer, marches behind General Gorgas.)

## RECORD OF CURRENT EVENTS

(From May 20 to June 19, 1914)

### PROCEEDINGS IN CONGRESS

May 21.—In the Senate, Mr. Root (Rep., N. Y.) speaks in support of the bill repealing the tolls-exemption clause of the Panama Canal Act, maintaining that we are bound by the treaty with Great Britain to charge equal tolls.

May 23.—The Senate adopts the Agricultural appropriation bill (\$20,000,000).

June 1.—The House adopts by unanimous vote an amendment to the Clayton Anti-Trust bill demanded by labor leaders and believed to exempt organized labor from prosecution.

June 2.—The Senate passes the Naval appropriation bill. . . . The House, in committee of the whole, completes its consideration of the Clayton Anti-Trust bill, Mr. Moore (Rep., Pa.) berates his colleagues for submitting to the domination of organized labor.

June 3.—In the Senate, the Committee on Foreign Relations reports the Sutherland resolution, by vote of 8 to 7, calling on the President to negotiate with Great Britain for arbitration of the Panama tolls question.

June 5.—The House passes the three measures embodying the administration's anti-trust legislation; the bill creating an Interstate Trade Commission is adopted without a roll call, the Clayton (omnibus) bill is passed by vote of 275 to 54, and the Railway Capitalization bill is passed by vote of 325 to 12.

June 6.—In the Senate, a Federal Trade Commission bill is reported from the Committee on Interstate Commerce.

June 9.—In the Senate, during debate upon the

bill repealing the tolls-exemption clause of the Panama Canal Act, Mr. Smith (Rep., Mich.) alleges that President Wilson favors tolls-exemption to pacify Great Britain and to secure its support in Mexico.

June 10.—The Senate adopts, by vote of 50 to 24, the Simmons-Norris compromise amendment to the tolls-repeal bill, affirming that the United States does not relinquish any rights under treaties with Great Britain and with Panama.

June 11.—The Senate passes the amended bill repealing the tolls-exemption clause of the Panama Canal Act, by vote of 50 to 35.

June 12.—The House accepts the Senate's amendments to the tolls-repeal bill, by vote of 216 to 71.

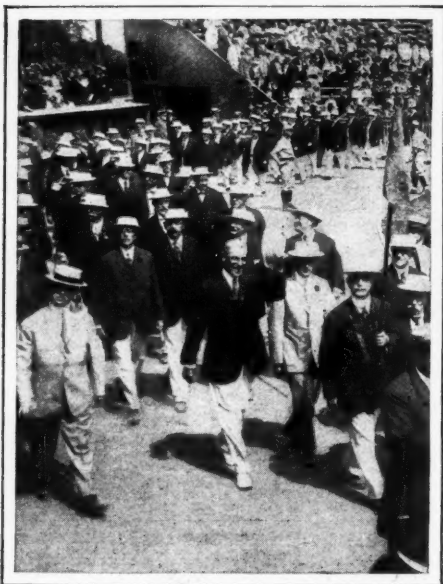
June 19.—The House unseats Mr. Dyer (Rep. Mo.), on the ground of fraud in connection with his election, and seats Michael Gill (Dem.)

### POLITICS AND GOVERNMENT—AMERICAN

May 22.—Charles Becker, a former lieutenant of police in New York City, is for the second time convicted of instigating the murder of Herman Rosenthal, a gambler who had been about to testify regarding police graft.

May 27.—A plan for the settlement of the Mexican question, agreed upon by the peace conferees at Niagara Falls, is received by the State Department and submitted to President Wilson.

June 1.—The Iowa Republican primary results in the renomination of Senator Cummins and Governor Clarke; in the Democratic primary, Congressman Maurice Connolly is nominated for Senator and John T. Hamilton for Governor.



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**PRESIDENT WILSON AT PRINCETON UNIVERSITY ON CLASS DAY, JUNE 13**

(Mr. Wilson graduated at Princeton in 1879, and his class came back this year in large force for its thirty-fifth anniversary, the President's attendance being wholly private and informal)

June 8.—In the Florida Democratic primary, Senator Fletcher is renominated. . . . The American Thread Company, a combination of manufacturers controlling 90 per cent. of the output, agrees to dissolve in accordance with the demands of the Department of Justice.

June 8.—The United States Supreme Court holds that orders of the Interstate Commerce Commission shall take precedence over those of State railway commissions.

June 12.—The President nominates Representative William G. Sharp (Dem., Ohio) to be Ambassador to France.

June 15.—The President nominates, as members of the Federal Reserve Board created under the new Currency and Banking law, A. C. Miller of San Francisco, W. P. G. Harding of Birmingham, Thomas D. Jones of Chicago, Paul M. Warburg of New York, and Charles S. Hamlin of Boston. . . . President Wilson charges that there has been organized effort on the part of large business interests to force an adjournment of Congress; he declares that he will exert all his influence to hold Congress until business legislation has been enacted.

June 16.—The Governor of Kentucky appoints Joshua N. Camden (Dem.) to fill the vacant seat in the United States Senate until the November election. . . . Governor Eberhard is defeated for renomination in the Minnesota primary; Daniel Lawlor carries the Democratic contest by a small plurality.

June 18.—The Secretary of the Treasury, disappointed in the revenue supplied by the new income-tax law, asks Congress to grant broad inquisitorial powers to agents and inspectors.

**POLITICS AND GOVERNMENT—FOREIGN**

May 21.—Mexican revolutionists, under General Villa, occupy Saltillo with but little opposition.

May 23.—The Defense bill is introduced in the Swedish Parliament, providing for a longer term of military service and for the construction of eight battleships and sixteen destroyers. . . . The Albanian ruler, Prince William, seeks temporary refuge from revolutionists on an Italian warship.

May 25.—The Irish Home Rule bill passes the British House of Commons for the third time and will become a law without the approval of the Lords.

May 31.—Venustiano Carranza assumes the title of Provisional President of Mexico and begins the establishment of a government at Saltillo.

June 1.—The French cabinet under Premier Gaston Doumergue decides to resign.

June 2.—The Mexican delegates to the peace conference at Niagara Falls announce that General Huerta is prepared to withdraw as Provisional President of Mexico if the country shall be politically pacified and if the government succeeding his shall inspire confidence.

June 3.—The Serbian government under Premier Pashitch resigns.

June 8.—Alexander Ribot accepts the premiership of France. . . . A general strike is proclaimed throughout Italy, in protest against the killing of two Anarchists during recent rioting at Ancona.

June 9.—The Danish Chamber of Deputies passes a measure giving the suffrage to women, removing the property qualification, and changing the method of electing members of the upper house.

June 10.—The Italian Confederation of Labor calls off the general strike.

June 11.—The Socialist party in Italy revives the general strike, and serious rioting occurs in all the large cities.

June 12.—Premier Ribot is defeated on the first division in the French Chamber, and resigns his office.

June 13.—Rene Viviani (Socialist) forms a cabinet in France, and takes the portfolio of Minister of Foreign Affairs.

June 14.—Government troops succeed in restoring order throughout Italy, and re-establishing railway and telegraphic communication.

June 15.—King Christian dissolves the upper house of the Danish parliament. . . . Mexican federal troops defeat the revolutionists at Zacatecas.

June 16.—Gen. Francisco Villa, military hero of the Mexican revolution, rebels against the orders of General Carranza, the "supreme chief," and seizes administrative offices in several cities. . . . The Viviani ministry obtains a majority of 233 in a vote of confidence in the French Chamber.

June 19.—One of the three South American mediators, Minister Naón of Argentina, consults with President Wilson at Washington, in an effort to avert a failure of the peace conference.

**INTERNATIONAL RELATIONS**

May 23.—Japan ratifies the arbitration treaty with the United States.

June 9.—Both houses of the Colombian Congress ratify by large majorities the treaty with the United States relating to the Republic of Panama



and the Panama Canal. . . . King Alfonso entertains ex-President Roosevelt at the summer palace near Madrid.

June 12.—Greece warns Turkey to cease persecuting Greeks domiciled in the Ottoman Empire.

June 13.—Greece formally announces the annexation of the Turkish islands of Chios and Mitylene.

June 15.—President Wilson signs the bill repealing the tolls-exemption clause of the Panama Canal Act, to which Great Britain had objected.

#### MEXICAN-AMERICAN SITUATION

May 20.—Delegates from the United States and from the Huerta government in Mexico, together with the Brazilian Ambassador to the United States and the Ministers from Argentina and Chile, meet in conference at the Clifton Hotel, Niagara Falls, Canada, to adjust the differences between the United States and Mexico and to prepare a plan for the pacification of Mexico.

May 26.—The German steamer *Ypiranga* delivers to the Huerta forces at Puerto Mexico the cargo of arms and ammunition to intercept which the United States had seized the port of Tampico on April 21.

May 28.—It becomes known that the peace negotiators at Niagara Falls have agreed upon a plan providing for the retirement of General Huerta as Provisional President of Mexico and the substitution of a temporary government of five cabinet members.

May 30.—The American naval officer acting as Collector of the Port of Vera Cruz fines the German steamers *Ypiranga* and *Bavaria* \$500,000 for infractions of regulations involved in the landing of arms and ammunition at Puerto Mexico.

June 8.—The United States refusing to permit Mexican federal gunboats to blockade the port of Tampico, held by the revolutionists, the Mexican Government countermands the blockade order.

June 11.—The peace conferees at Niagara Falls announce that they have agreed on the transfer of authority in Mexico and the establishment of a new government. . . . General Carranza, leader of the revolutionists in Mexico, agrees to send representatives to the conference.

June 16.—The United States delegates to the peace conference confer with the representatives of the Mexican Constitutionalists, at Buffalo, to obtain information regarding an acceptable provisional president.

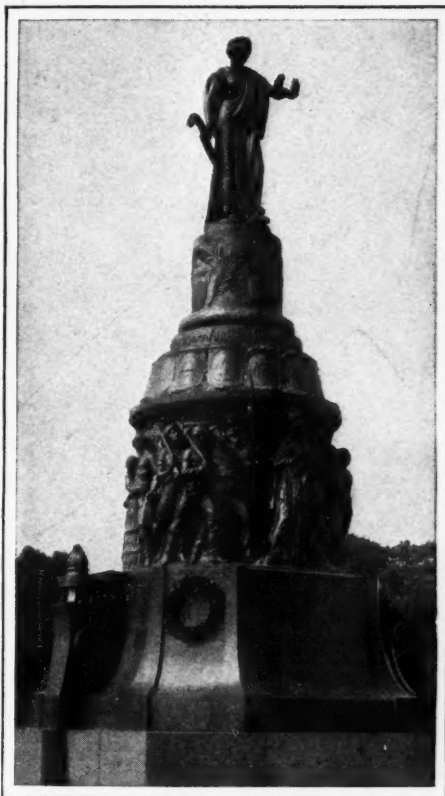
June 18-19.—Statements are issued by the Mexican and American delegates to the peace conference, outlining the differences of opinion which seem to make impossible the selection of a mutually satisfactory Provisional President of Mexico.

#### OTHER OCCURRENCES OF THE MONTH

May 21.—The Hamburg-American liner *Vaterland*, the largest ship afloat, arrives at New York on its first voyage across the Atlantic.

May 22.—A new lightship, *Halifax 10*, runs aground and capsizes near Halifax, the crew losing their lives. . . . The Zeppelin dirigible airship L3 flies over Germany for 36 hours without stop, at an average of nearly 52 miles an hour.

May 23.—Gustave Hammel, the noted English aviator, disappears after leaving France on a cross-Channel flight to England.



Photograph by G. V. Buck, Washington, D. C.

THE CONFEDERATE MEMORIAL ERECTED BY THE DAUGHTERS OF THE CONFEDERACY IN ARLINGTON NATIONAL CEMETERY, WASHINGTON, D. C., DEDICATED WITH IMPRESSIVE CEREMONIES ON JUNE 4

May 25.—Pope Pius X creates thirteen new cardinals.

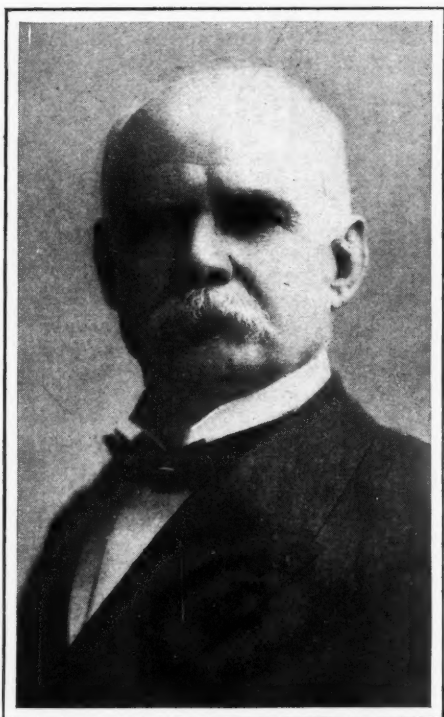
May 26.—Colonel Roosevelt describes his exploring trip through the South American wilderness, in an address at Washington under the auspices of the National Geographic Society.

May 27.—The American University (founded and constructed by the Methodist Episcopal Church) is dedicated at Washington, D. C. . . . The English Derby is won by an American, Herman B. Duryea, with Durbar III.

May 28.—The Langley aeroplane, which was wrecked during a trial flight by its inventor in 1903, is successfully flown by Glenn H. Curtiss over Lake Keuka, N. Y.

May 29.—The *Empress of Ireland*, bound from Quebec to Liverpool, is struck amidships by the Norwegian collier *Storstad*, during an early morning fog in the St. Lawrence River, and sinks within fifteen minutes; 1024 of the passengers and crew lose their lives, and 452 are rescued.

May 30.—Capt. Robert A. Bartlett, of the Stefansson Arctic Expedition, returns to St. Michael, Alaska, and reports that the *Karluk* sank on January 11, after having been crushed by ice;



THE LATE ADLAI E. STEVENSON

(Mr. Stevenson was born in Kentucky in 1835, but went with his family into Illinois in his early youth. He studied law, became a district attorney, and served two terms in Congress. He was Vice-President of the United States during Cleveland's second term, from 1893 to 1897, and was the Democratic nominee again in 1900, on the ticket with Mr. Bryan. He died on June 13.)

the crew is marooned on Wrangel Island, north of Siberia.

June 4.—The Confederate Memorial Monument, erected by the Daughters of the Confederacy in Arlington National Cemetery, is formally unveiled.

June 4-5.—A storm on Chaleurs Bay sinks many fishing vessels, with a loss of life estimated at more than one hundred.

June 11.—The Coronation Chair in Westminster Abbey, London, is damaged by an exploding bomb, presumably the work of a militant suffragette.

June 12.—The strike of West Virginia coal miners (begun in September) is formally declared off, the miners waiving recognition of the union but gaining other demands.

June 14.—The volcano of Mount Lassen, in California, becomes violently active.

June 16.—England wins the international polo championship by defeating the American team in the second and deciding game at Meadow Brook, N. Y. . . . Colonel Roosevelt delivers a lecture before the Royal Geographical Society of London, describing his South American explorations.

June 19.—More than 200 miners are killed by an explosion of gas in a coal mine in Alberta, Canada.

## OBITUARY

May 20.—Dr. Stephen Townsend, a noted English surgeon and author.

May 21.—Dr. Rudolf Tombo, Jr., professor of Germanic languages at Columbia University, 38. . . . Sir Francis Henry Laking, Baft., Physician in Ordinary to King George, 67.

May 22.—Sir Thomas Crossley Rayner, Chief Justice of British Guiana, 54.

May 23.—William O'Connell Bradley, United States Senator from Kentucky, 67.

May 24.—Rev. Jerome Daugherty, former president of Georgetown University, 65. . . . Brig.-Gen. Clinton Dugald MacDougall, a brigade commander in the Union army at the close of the Civil War, 74.

May 25.—Francis Kossuth, the Hungarian patriot, 73. . . . Mme. Alix Marie Adelaide de Sion ("Pasca"), the French emotional actress, 79.

May 26.—Jacob A. Riis, the noted social worker and author, 65 (see page 97).

May 27.—Dr. Joseph Edward Stubbs, President of the University of Nevada, 64. . . . Rt. Rev. Charles Scadding, Episcopal Bishop of Oregon, 53. . . . Sir Joseph Wilson Swan, inventor of the incandescent electric light and the rapid photographic dry-plate, 85.

May 29.—Paul Mauser, inventor of improved rifles and revolvers, 75. . . . Prince Sviatopolk Mirski, member of a former Russian cabinet. . . . Brig.-Gen. James Estcourt Sawyer, U. S. A., retired, 87.

May 30.—Dr. Emil Gruening, of New York, an authority on diseases of the eye and ear, 62.

June 1.—Willard P. Voorhees, Associate Justice of the New Jersey Supreme Court, 62. . . . Henry Francois Joseph Roujon, permanent secretary of the French Academy of Fine Arts, 60.

June 3.—Alexander E. Orr, former president of the New York Life Insurance Company and rapid-transit advocate, 82. . . . William M. R. French, director of the Art Institute of Chicago, 69.

June 6.—Gabriel Ferrier, a noted French landscape painter, 67.

June 7.—Walter Theodore Watts-Dunton, the English literary critic, 81 (see page 105).

June 10.—Brig.-Gen. William E. Birkhimer, U. S. A., retired, 66.

June 11.—Grand Duke Adolf Friedrich of Mecklenburg-Strelitz, 67.

June 12.—James Campbell, the St. Louis financier, 66. . . . Barclay Vincent Head, an English authority on numismatics, 70. . . . Thomas Dolan, the Philadelphia gas and traction magnate, 79. . . . Samuel Isham, the artist and art critic, 59.

June 13.—Adlai Ewing Stevenson, former Vice-President of the United States, 78. . . . Edwin Countrymen, a former justice of the Supreme Court of New York, 80.

June 16.—William Butler Hornblower, Associate Judge of the Court of Appeals of New York, 53. . . . Bennet Burleigh, the noted English war correspondent, 70. . . . Prof. John R. S. Sterrett, head of the department of Greek at Cornell University, 63.

June 17.—James Byron Brooks, dean of the College of Law at Syracuse University, 75.

June 19.—Brandon Thomas, the English actor and playwright, 57.

# CARTOONS OF CURRENT HISTORY



WITH THE PASSING STORM  
 PRESIDENT WILSON: "Now to get through the breakers!"  
 From the Times (New York)



THE AMERICAN FAMILY SETTLING ITS OWN DIFFICULTIES  
 From the Journal (Minneapolis)



THERE WILL BE SOME LIFE IN THE GAME NOW  
From the Journal (Sioux City, Ia.)

THIS page reflects in some degree the thoughts inspired in various newspaper offices throughout the country by Colonel Roosevelt's return and the announcement that he would again enter the political arena. The possibility of a Republican-Progressive fusion under the Colonel's leadership is suggested in more than one of these cartoons. The Pennsylvania State situation, from the Progressive view-point, is also pictured.



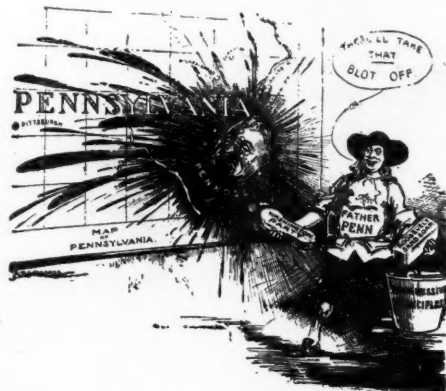
THE ONLY BLACKSMITH WHO CAN WELD THEM  
From the Pioneer Press (St. Paul)



TESTING IT OUT  
(Is the water still too cold?)  
From the Item (Lynn, Mass.)



"THE RIVER OF DOUBT" AND THE REPUBLICAN PARTY  
From the Plain Dealer (Cleveland)



TO CLEAN UP THE STATE  
From the North American (Philadelphia)

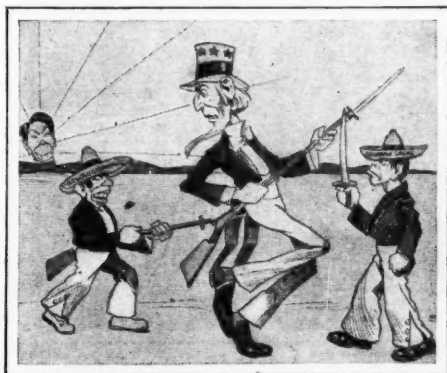




IN THE "NEW FREEDOM" SWIMMING POOL  
PROFESSOR WILSON: "Now, kick out lively and I'll soon show you how to keep yourself from sinking."  
From the Sun (Baltimore)



VERA CRUZ REJUVENATED  
From the News (Indianapolis)



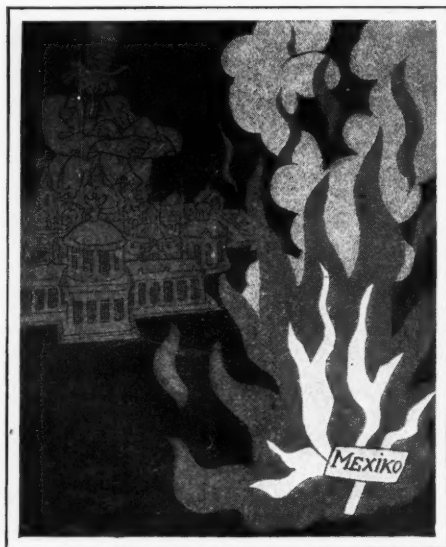
THE SURPRISES OF WAR  
(While Uncle Sam is fighting Huerta face to face he does not expect Carranza to stick him in the back)  
From O Malho (Rio Janeiro)



IS DICTATOR HUERTA AFTER ALL NEARING THE  
END OF HIS ROPE?  
From the Chronicle (San Francisco)



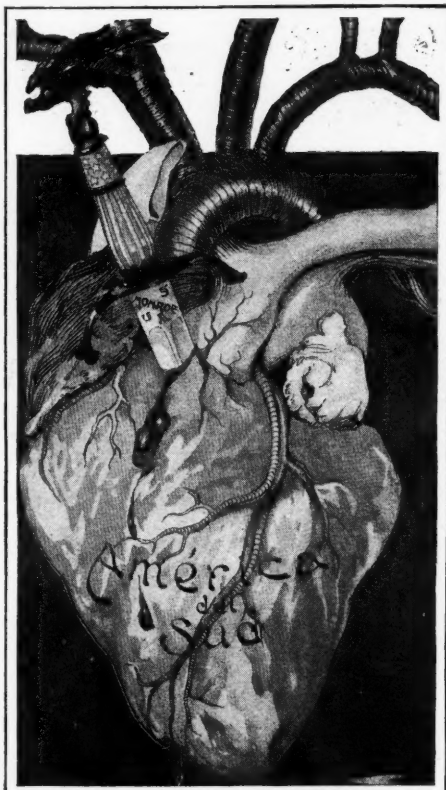
LET ME SEE, WHAT DID WE GO TO VERA CRUZ FOR?  
(Uncle Sam is puzzled by the news that Huerta's munitions of war were landed in Mexico after all the trouble that had been taken at Vera Cruz to prevent such an outcome)  
From the Tribune (New York)



Copyright by *Ulk* (Berlin)

#### THE SITUATION IN MEXICO AND THE PANAMA EXPOSITION

(The German attitude, which is inclined to be hostile towards the United States in the Mexican matter, is shown by the above cartoon from *Ulk* (Berlin), which makes Uncle Sam, personifying the Monroe Doctrine, exclaim, as he surveys the conflagration south of the Rio Grande: "What a fine illumination for our world's fair at San Francisco!")



THE BLEEDING HEART OF SOUTH AMERICA PIERCED BY THE SWORD OF THE MONROE DOCTRINE  
From *Sucesos* (Valparaiso)



#### DR. WILSON IN THE MEXICAN CACTUS

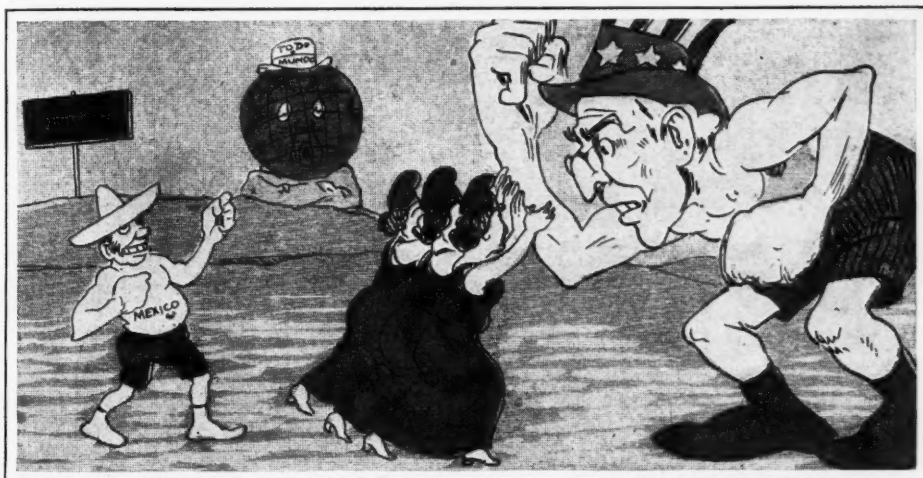
(Weary of following the flighty moth, Huerta, President Wilson sighs and longs to get out of the Mexican jungle)

From *Muskete* (Vienna)



#### THE FIRST LESSON IN THE ALPHABET

(ARGENTINA,—the face thrust in through the curtain is that of the Argentine Minister at Washington, Dr. Naon, one of the Mexican mediators,—to PRESIDENT WILSON: "Well, are you ready to report? Have you learned your lesson? If you have, you may go and play.") From *Fray Mocho* (Buenos Aires)



THE A. B. C. LEAGUE OF PEACE SEPARATES THE TWO COMBATANTS OF THE NORTH AMERICAN CONTINENT RESCUING MEXICO FROM THE PRETENSIONS OF THE UNITED STATES WHILE THE WORLD LOOKS ON IN AMAZEMENT

From *O Malho* (Rio Janeiro)

The three cartoons on this page have to do with the Mexican mediation by the A. B. C.

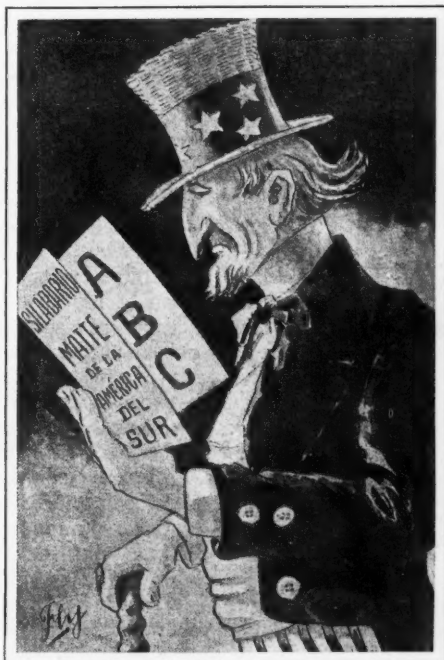


THE CONCERT OF SOUTH AMERICA

THE MEDIATORS: "Pardon, Madam, but you have had a lot of experience of this kind of thing. How do you do it?"

EUROPA: "Oh, we just talk and talk—and then talk!"

From *Punch* (London)



LEARNING HIS LESSON

(When Uncle Sam once learns it he will never forget it. The A B C spelling book is sub-titled "A Syllabus From South America")

From *Sucesos* (Valparaiso)



A FOREST IN THE WHITE MOUNTAINS  
(Mt. Jefferson and the Castellated Ridge, now a part of the National Forest)

## THE NEW FOREST RESERVES IN THE EASTERN MOUNTAINS

BY PHILIP W. AYRES

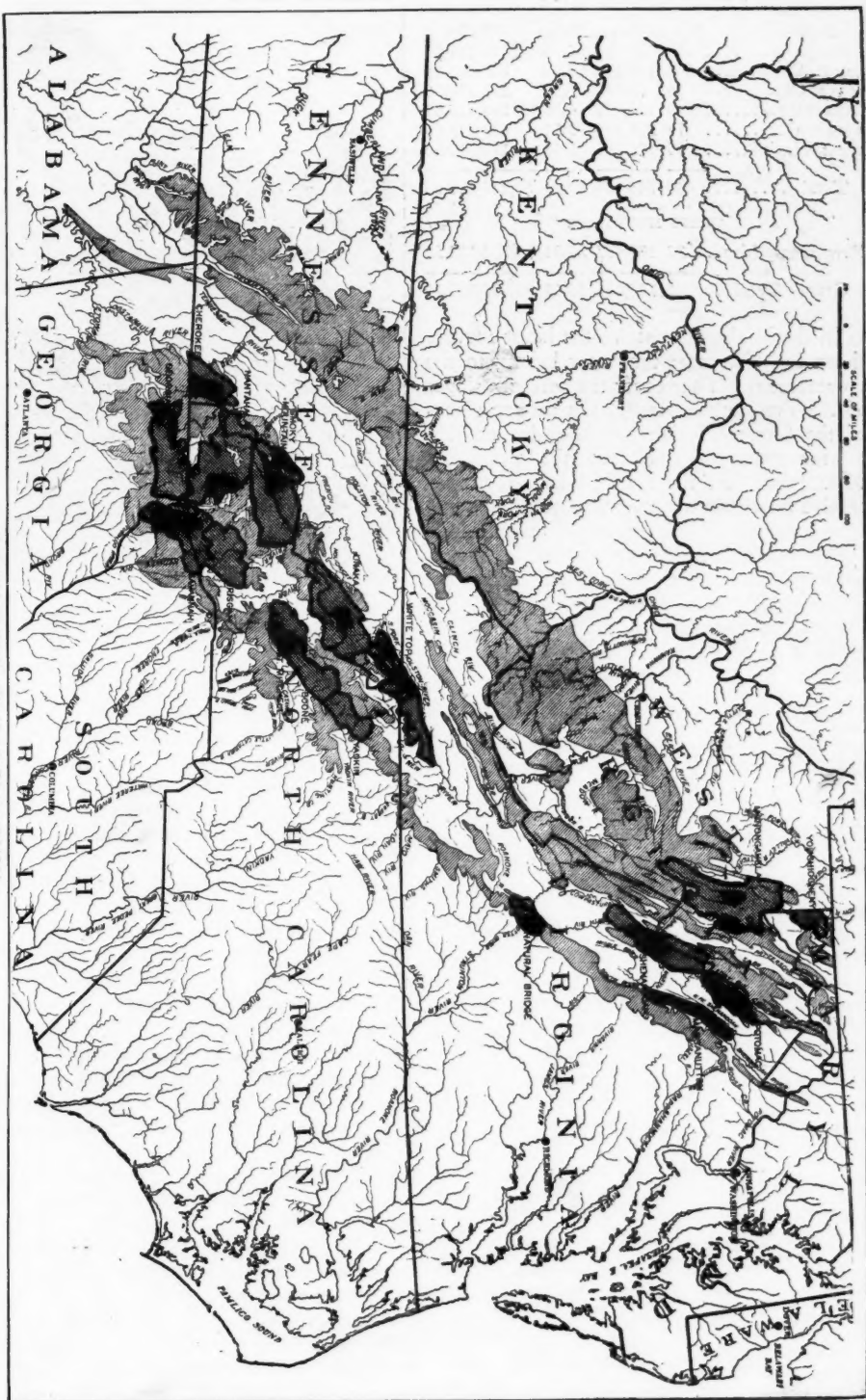
*(Forester of the Society for Protection of New Hampshire Forests)*

WHEN a citizen of the United States decides to take a vacation he has an opportunity to visit many picturesque places in which with his fellow citizens he is joint owner. On the forest reserves a wide range of choice is open to him,—two hundred million acres, equal in area to the six New England States combined with New York, New Jersey, and Pennsylvania. These include the wildest parts of the country, chiefly in the Rocky Mountains and in the coast ranges. He can visit the most famous canyons, the largest trees, the wildest glaciers, all as joint owner and proprietor. Moreover, his Uncle Sam, in the person of the rangers and foresters of the Forest Service, will extend many courtesies, and help him to see his own with greater facility than would be possible without their advice. They number fifteen hundred, each a picked man, devoted to his work and to the service.

### MOUNTAIN SOURCES OF RIVERS

Quite recently the Government has adopted a wholly new policy, that of buying forest land at the headwaters of navigable streams. Hitherto the forest reserves at the West have been created by setting aside portions of the public domain. The new purchases are in the Appalachian chain, in the White Mountains of New Hampshire, in Virginia, Tennessee, the Carolinas, and Georgia. One may now visit a forest reserve in the eastern mountains where he will find the forest supervisor and his associates no less kindly than the western members of the brotherhood. All agricultural holdings are excluded, all small private holdings, such as hotel properties and camps, and only the wild land is taken that lies back upon the mountains. Ten million dollars was appropriated for this purpose by Congress in 1910. The object is to protect the sources of streams, and land can be taken only in those States that have enacted laws permitting the Government to purchase within their boundaries. Maine and New Hampshire at the North, and seven States in the Southern Appalachians have such laws. The table on page 48 shows the extent and value of the land acquired on January 1, 1914:





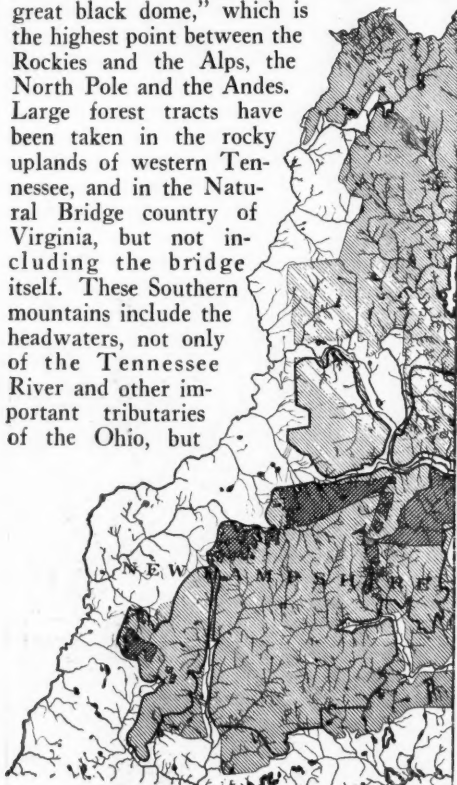
## SOUTHERN APPALACHIANS

State	Tracts	Acres	Price	Value
Georgia .....	148	77,235	\$6.75	\$507,311.70
North Carolina...	146	108,518	7.88	855,605.25
South Carolina...	68	23,286	5.50	128,157.25
Tennessee .....	19	164,605	4.88	798,624.00
Virginia .....	77	208,134	3.31	689,245.66
West Virginia....	25	63,786	2.67	170,296.20
Total .....	483	645,564		\$3,149,240.06

## WHITE MOUNTAINS

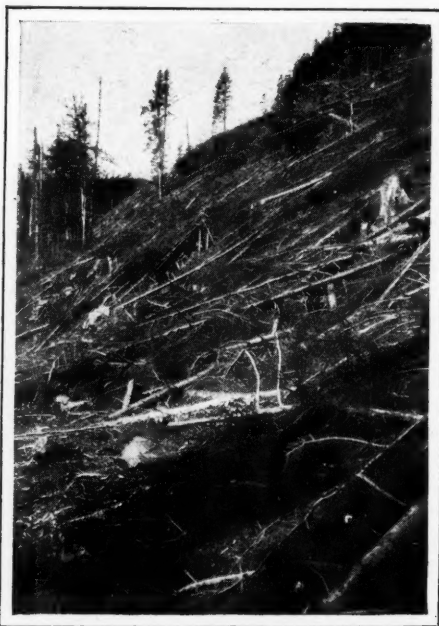
New Hampshire..	22	100,437	\$7.01	\$704,112.50
Grand Total...	505	746,001	\$5.17	\$3,853,352.56

In the White Mountains the latest surveys show 138,572 acres that now belong to the Government. They cover the northern slopes of the Presidential Range, the eastern slopes of the Carter-Moriah group, and a portion of the northern slopes of the Franconia Mountains. At the South, where more extensive purchases are made, reports for June, 1914, show 916,000 acres. These include portions of the high mountains in North Carolina surrounding Mount Mitchell, "the great black dome," which is the highest point between the Rockies and the Alps, the North Pole and the Andes. Large forest tracts have been taken in the rocky uplands of western Tennessee, and in the Natural Bridge country of Virginia, but not including the bridge itself. These Southern mountains include the headwaters, not only of the Tennessee River and other important tributaries of the Ohio, but



THE WHITE MOUNTAIN REGION

(Light shading indicates non-agricultural land; heavy shading, the areas approved for purchase by the Forest Reservation Commission)



A TYPICAL SLASH AFTER LUMBERING  
(Ready for fire from a camper's pipe)

also the Catawba, the Yadkin, and many mountain streams that feed long navigable rivers. The latest purchase at the South comprises the famous Pisgah Forest, near Asheville, N. C., 86,000 acres, long held in charge of a trained forester by the late George W. Vanderbilt. This does not include 5000 acres surrounding the mansion at Biltmore.

More than one million acres have now been made a part of the Eastern National Forests.

## THE WEEKS ACT

The act creating these national forests is named for Senator John W. Weeks of Massachusetts, who, when a member of the House, proposed it. Senator Weeks was born in New Hampshire, his father before him having been a member of Congress from the White Mountain District. It is related that the Senator's grandfather, a tall mountaineer, was one of the group that in early days named the peaks of the Presidential Range. He had a number of tall sons, of whom the elder Congressman was one, to whom collectively he was proud to refer as "fifty feet of boys."

A curious incident in the passage of the Weeks Act is that it intended to appropriate eleven millions of dollars, three of which never became available. One million was lost because the Senate did not finally pass the



From photograph by the United States Forest Service

CENTER PEAK OF GRANDFATHER MOUNTAIN, IN PISGAH FOREST, RECENTLY ACQUIRED BY THE GOVERNMENT FROM THE ESTATE OF GEORGE W. VANDERBILT  
(The highest point of the Blue Ridge Mountains)



A TYPICAL TROUT STREAM IN THE VANDERBILT FOREST RESERVE



A FIRE WARDEN ON THE MOUNTAIN TOP  
(A quarter of a million acres under observation)

bill until the time for its expenditure had gone by! Two million more remained in the Treasury because the bill as passed required the expenditure of two million a year, and between the day in March that President Taft signed the bill, and the end of June, which closed the fiscal year of the Government, about three months, it was not possible to organize the commission and purchase any forest land at all! Eight million dollars, therefore, became available, and this appropriation expires by limitation on June 30, 1915.

#### PRESERVING BOTH TIMBER AND WATER SUPPLY

Every thoughtful citizen will ask, What is this policy of buying forest land? What are the results? When the appropriation expires next year, shall it be renewed? Another year will show much larger results, but two influences primary to the welfare of the country are already apparent,—the preservation of the land that will yield a future timber supply, and the maintenance of an abundant and steady water-power.

The soil on the mountains is composed very largely of vegetable mold that during many centuries since the Ice Age has slowly accumulated, and it is inflammable. When the timber is cut off and fire sweeps through the dry tops and debris that are left on the ground, the soil itself is burned, and some-

times almost completely lost in smoke, so that nothing but bare rock remains. Erosion follows. Fierce storms and excessive frost, acting on steep slopes whose only protection, the forests, has been removed, quickly loosen the remaining soil which is carried down the streams by successive floods, deposited as sand-bars in the rivers, and dredged out by expensive River and Harbor bills. It has been wittily said that there is log-rolling at both ends!

#### SET-BACKS CAUSED BY FOREST FIRES

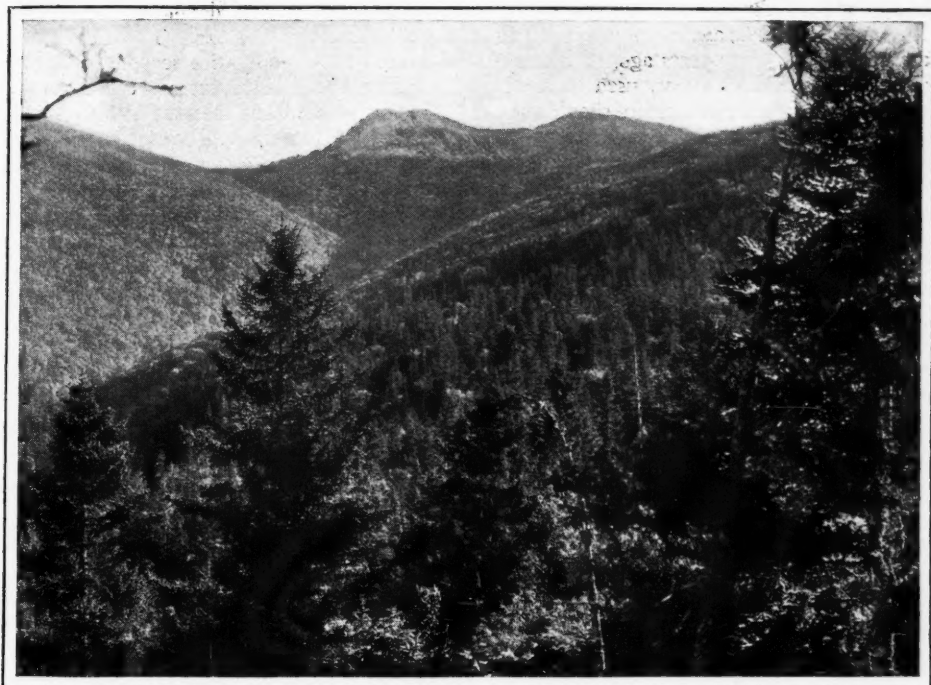
Sometimes the mountain-tops are rendered completely barren by fire. Several hundred acres of this kind are found in the White Mountains. Areas that have produced commercial forest, and that for ages to come should continue to produce useful material, are by these agencies rendered useless, until another ice age shall deposit the beginning of a new fertility. For every acre of barren land there are nearly a thousand acres fire-crippled. These are found in all stages of recovery. Eighty-four thousand acres were burned over in the single dry year 1903. A few years later twenty-five thousand acres were burned over, partly covering previous burns.

Fire changes profoundly the character of growth on a mountain. After a heavy burn a useless stand of bird-cherry springs up, very



A TELEPHONE BOX ON THE TOP OF THE MOUNTAIN  
FOR THE FIRE WARDEN'S USE





THE NORTH SLOPE OF MT. ADAMS, OF THE PRESIDENTIAL RANGE  
(Recently included in the National Forest)

thick (4000 were once counted on a measured quarter of an acre), that may hold the soil from twenty to one hundred years or longer before spruce and fir can get started again. On lighter burns birch and poplar come in. These serve as nurse trees to the spruce and fir that usually appear in from ten to twenty years.

Summer in the high mountains is short and cold, with a growing season at the north hardly more than three months, from June to September. Therefore, it takes a young spruce tree at 3000 feet elevation 125 years to become six inches in diameter, and another century to become twelve inches through. Surely these mountain trees have a hard time.

The excessive set-back that follows mountain fires is seldom appreciated. It is needful to preserve not only the forest on the mountain, but also the land itself. Nothing protects the soil from the effects of severe storms and frost except the forest. In New Hampshire the State and Federal Governments are co-operating successfully to control forest fires. No serious fires have occurred in the last two years. Efficient fire protection follows government ownership everywhere at the South.

The conditions described are characteristic in greater or less degree of all mountains.

Hitherto in America we have exercised for the most part the same unintelligence that has caused the mountains in China and in parts of Southern Europe to become such dangerous agencies of flood, but with the following difference. In modern logging operations expert methods of exploitation are used, which makes modern degeneration far more rapid than that which has taken place before. The skilful Yankee mind has organized destruction. During the last decade the whole aspect of certain higher parts of the White Mountains has changed for the worse, permanently. The bearing of this condition upon the future timber supply is not pleasant to contemplate.

The mountains are naturally forest country, capable of producing forever a crop of material highly important to mankind. The capacity to produce should not be ruined nor seriously impaired by one generation of men. The population of the United States is increasing at the rate of more than a million a year. Experts report that we are using up the timber supply in this country three or more times as fast as it grows. The cost of nearly everything made of wood has doubled in the last few years. Prices must continue to rise from scarcity of supply. The folly of

crippling our mountain soils is apparent. Dr. Edward Everett Hale, who when a young man more than sixty years ago helped to survey the White Mountains, used to say that the entire Appalachian chain should be set aside as a forest reserve in order to ensure a timber supply in the thickly populated parts of the country. He said that these ranges should belong to the Government, because Government is by nature "an immortal corporation" that can afford to wait until the trees on the mountains have time to grow.

#### THE WHITE MOUNTAINS AND NEW ENGLAND WATER POWER

The White Mountains form the most important part of the New England watershed. In them nearly all of the great rivers that turn the mill wheels of New England have their rise. Great manufacturing plants upon the Connecticut River, the Merrimac, the Saco, and the Androscoggin are dependent upon the mountain forests for an even flow of water. Of the New England States, Rhode Island alone is not affected.

Before the Weeks Act could become effective it was necessary for the United States Geological Survey to certify that the forests proposed for purchase should be shown to influence navigation at the mouths of these several rivers. A series of very careful observa-

tions was made upon denuded and forested areas in similar situations. The run-off was measured during an entire year, and the even flow from the forested areas was shown.

It was pointed out that the White Mountain soil has an unusual water-carrying capacity. On one occasion, Mr. Pinchot has pointed out that some mountain soils hold back five times their own weight of water, an inconceivable amount when large tracts are considered. This explains why the mountain brooks and rivers are never-failing.

Already a large proportion, estimated at 30 per cent., of the power developed on these New England rivers, is used to produce electricity. Electric development at the South is hardly less extensive and no less important. Electricity can be conducted for a distance of two or three hundred miles, and there broken up into small units of light, heat, and power. It is no longer necessary to place the factory or the town at the falls of the river. With this new use, water power increases very greatly in value.

Over these great interests, new and old, the forests on the mountains stand guard. Can anyone doubt the necessity for control by the Government, which is the agent of the whole people? To leave their exploitation to selfish individual and corporate interests is the height of unwisdom.



PINKHAM NOTCH IN THE WHITE MOUNTAINS, NOW A PART OF THE NATIONAL FOREST



## THE CHAUTAUQUA OF TO-DAY

BY W. FRANK McCLURE

**T**HE present summer marks the fortieth anniversary of that most distinctively American institution, the Chautauqua. In this connection it is of interest that the past twelve months have witnessed the greatest development of the Chautauqua movement in all its history.

There are 800 more Chautauquas in the United States this summer than there were in 1913, increasing the grand total to about 2930. More than 2200 of this number are held in tents. In fact, the most important and far-reaching innovation that has come to this movement was the introduction, about seven years ago, of the traveling-tent or "circuit" Chautauqua, which someone has styled "the last word in popular education."

This new factor had its inception in the West, first invading Minnesota, Missouri, and Iowa, then spreading into Nebraska, Kansas, and Colorado. In the Middle West the traveling-tent Chautauqua made its debut in Indiana, Illinois, Ohio, Pennsylvania, and Michigan, and later in the South in Georgia, Alabama, Tennessee, Kentucky, Oklahoma, and Texas. This season in New York, the State in which the Chautauqua idea originated, there will be at least twenty-five circuit Chautauquas.

This year the Chautauqua season began a month earlier than usual. Having opened in cities on the southern seaboard in late April, it will close simultaneously in Pennsylvania, Ohio, Michigan, and parts of the West in September. This close will be just

in time for the annual social and business gathering of the international organization of lecturers, musicians, and all others interested in our American forum as represented in the Lyceum and Chautauqua. The gathering will be held at the birthplace of the Chautauqua movement.

Owing to conditions in our national affairs and the prolonged session of Congress, a smaller number of senators and congressmen will be heard upon the Chautauqua platform this year than in many years past,—quite in contrast with one recent summer, when it was estimated that not less than forty members of both branches of the National Congress addressed Chautauqua audiences.

These men make no distinction between the independent Chautauquas and the newer factor represented in the traveling-tent Chautauquas. The Hon. W. J. Bryan, Speaker Champ Clark, ex-Governor Joseph W. Folk, Congressman Richmond Pearson Hobson, and many others have undoubtedly filled more Chautauqua dates under the canvas canopies of the circuit Chautauquas than in permanent auditoriums, and Bishop John H. Vincent, originator of the Chautauqua idea, last season appeared for two weeks daily in the Chautauqua tents of the South.

In this anniversary year of the Chautauqua movement it will be recalled that Bishop Vincent and the late Lewis Miller, of Akron, O., began their notable and far-reaching work solely as a religious gathering under the giant trees near the northern



A TYPICAL SCENE AT A TRAVELING TENT

end of Lake Chautauqua, N. Y. Born in the days of the camp-meeting, it represented an innovation. It was undenominational, or, as Mr. Miller liked to state it, "all-denominational." Later a course in systematic study of the Bible was inaugurated. Then came courses in arts and crafts, domestic science, and the introduction of programs of music and different phases of entertainment, and ere long the original Chautauqua became a city of streets, business blocks, schools, and churches, its area comprising about 300 acres and its activities annually witnessed by 50,000 people.

From the original Chautauqua the idea spread to Bay View and Ludington, Mich.; Ottawa and Winfield, Kan.; Lincoln, Neb.; Winona, Ind.; Mount Eagle, Tenn.; the Miami Valley in Ohio, and many other places where large permanent assemblies are now maintained.

#### THE CHAUTAUQUA UNDER CANVAS

But still there are hundreds of thousands of people throughout America who could never hope to attend a Chautauqua if long travel were involved. Instead, the Chautauqua must be brought to them. To meet this problem the traveling-tent or circuit Chautauqua sprang into being.

As these Chautauquas run from five to seven days each and as single admission tickets to several different sessions may, in

many instances, represent the same person, it is impossible to give definite figures as to just how many different individuals actually attend the Chautauquas in the United States each year. The number, however, is conservatively estimated at between 4,000,000 and 5,000,000.

Tent or circuit Chautauquas are for the most part held in places from 5000 to 25,000 population, though successful inroads are being made in the larger cities. Birmingham, Ala., is the largest city in which a circuit Chautauqua will be held this year. Savannah, Ga., Charleston, S. C., and Chattanooga, Tenn., and a number of cities of this size are proving successful Chautauqua centers.

The hauling of the seats, the driving of the stakes, the raising of the big canvas tent, and some of the methods of advertising in connection with the coming of a circuit Chautauqua to a town or city make the incident not unlike the arrival of a circus. Instead of profane and reckless laborers for tent crews, however, the Chautauqua crews are composed chiefly of young men from the colleges.

Two weeks before the arrival of the big tent each town is in gala attire. Streamers span the business streets. Banners hang from every awning. Flags are tacked on the fences of the rural districts. Cloth pennants are given to automobile owners



and paper pennants adorn the windows of the homes. Citizens form themselves into a boosters' parade and tour the country round about in autos. In not a few instances Chautauqua week is made an old homecoming event as well.

It is a busy week, indeed, —three sessions a day. The forenoon is given up to a literary lecture and the work of a playground director; the afternoon to lectures and music, and the evenings to magic, Shakespearean plays, selections from grand opera, and other similar forms of entertainment. From sixty to seventy people, including a band of thirty pieces, appear on many of these programs.

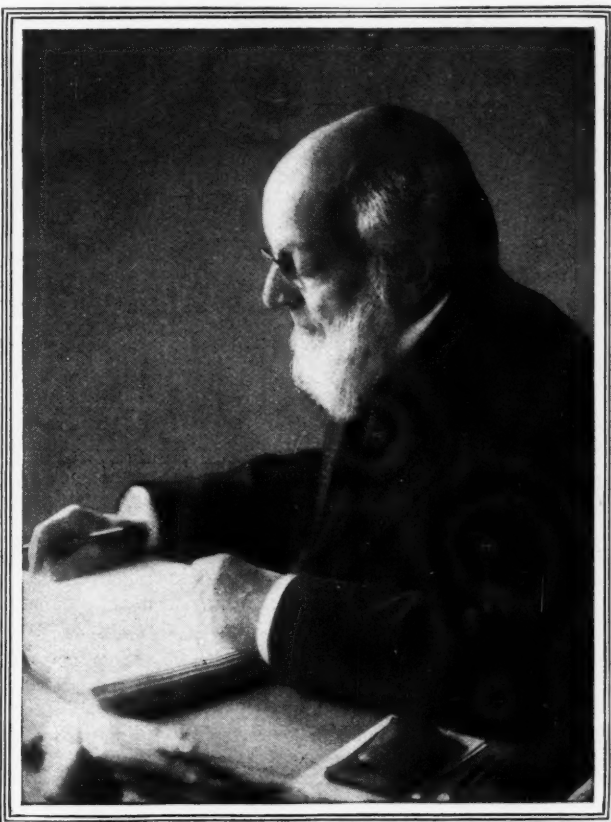
If attended by single admissions the total cost of a week's program in some instances would be as high as \$8, but season tickets are sold at from \$2 to \$2.50.

Although the tents, equipment, and all forms of advertising are furnished by the bureau operating the Chautauqua, there is usually a local organization or committee which coöperates in the enterprise and in many places it is the Business Men's

Association or the Chamber of Commerce.

This local management has charge of the ticket sale up to the opening day, after which date the price of course tickets advances.

Tremendous economies are effected by the circuit Chautauqua plan. Elaborate programs and many forms of advertising are printed in quantities which would be prohibitive for any one Chautauqua. Often the distances between Chautauquas, especially in the



BISHOP JOHN H. VINCENT, WHO FOUNDED THE CHAUTAUQUA MOVEMENT AT CHAUTAUQUA, N. Y., JUST FORTY YEARS AGO



MR. BRYAN, DR. FRANK W. GUNSAULUS (AT THE EXTREME RIGHT), AND A GROUP OF WESTERN CHAUTAUQUANS



REPRESENTATIVES OF FORTY STATES AND TEN FOREIGN COUNTRIES AT THE BATTLE CREEK, MICH., CHAUTAUQUA

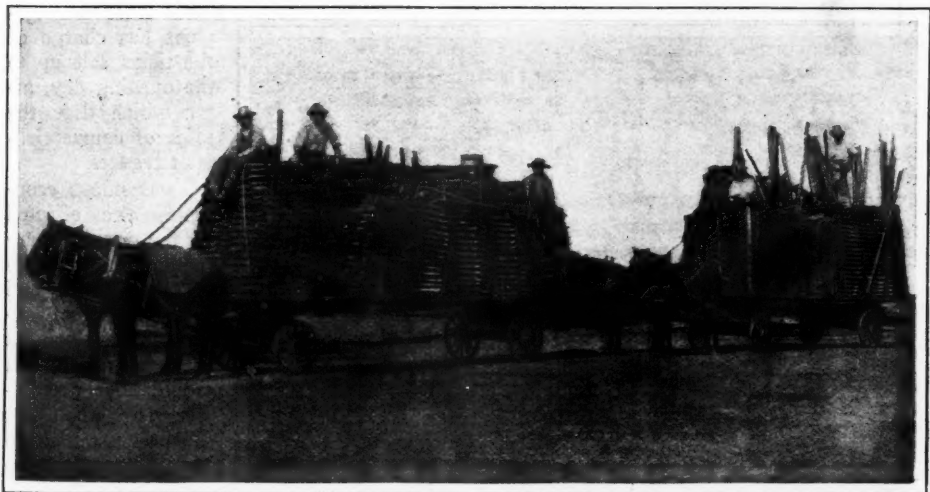
South and Middle West, are but fifty to one hundred miles,—a decided saving in railroad fares. More than one hundred Chautauquas may be operated on a single circuit, seven Chautauquas running simultaneously, if it be a seven-day circuit. The first day's program in the first town of the circuit moves to the next town the following day and likewise the programs of each succeeding day. This, however, does not apply to the morning-hour literary lecturer or playground worker. They each remain a week in a place.

The independent Chautauqua, with permanent headquarters, is usually found on the banks of a lake or river at least two

or three miles from any business center. The circuit Chautauqua selects grounds near at hand, and usually within a few moments' walk of the business center of the town.

The Chautauqua movement is fortunate in having the good-will and coöperation of "the best people" in practically every community. The schools, the churches, the Y. M. C. A., and the professional men and women, all unite in helping to make it a success.

In the latter part of April, this year, a special Chautauqua train left Chicago with Charleston, S. C., as its destination. This train, carrying more than eighty people,



HAULING SEATS FROM THE TRAIN TO THE CHAUTAUQUA TENT

most of them musicians and lecturers, stopped en route at several towns and cities in which Chautauquas were scheduled to pitch their tents later. At all such stops hundreds, and in some places thousands of people, gathered at the stations. At Chattanooga, Tenn., and several other points, the local people arranged for autos to be in readiness on the arrival of the train, and carried the entire party for a ride about the city. At Charleston the same party was taken for a launch trip past Fort Sumter. At Earlington, Ky., a year ago the public schools were dismissed that the children might meet the train.

The newspapers in Chautauqua towns also, in the main, show a very friendly attitude, not infrequently getting out special Chautauqua editions.

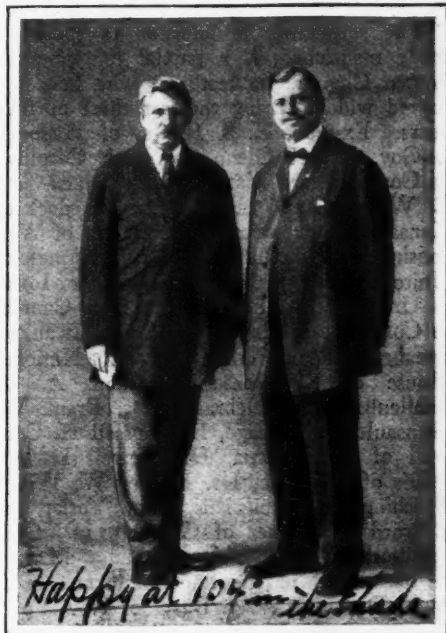
#### "THE TALENT"

The recent marvelous development of this movement has opened a large field of opportunity to "talent," especially to musicians. The salaries of musicians on the Chautauquas are equal to that ordinarily paid to theatrical talent, aside from the stars. The minimum is said to be thirty dollars a week and railroad expenses, while a large proportion receive a much higher salary.

Among the lecturers, Mr. Bryan receives who are engaged by the year receive from the first \$250 and one-half of all the single \$3000 to \$15,000 for both Lyceum and admissions over \$500. Vice-President Chautauqua work, the exact amount depending upon their fame and drawing power. Marshall's fee is \$300. Senator LaFollette It is estimated that nearly \$14,000,000 is

annually spent for Lyceum and Chautauqua talent.

Approximately 1200 men are annually employed as Chautauqua superintendents, electricians, property men, head ushers, and ticket-takers throughout the entire country. Nearly 500 are employed as advance men and more than 1600 as talent. The college boys who comprise the tent crews receive from seventeen to twenty dollars a



DR. FRANK W. GUNSAULUS, OF CHICAGO, AND DR. RUSSELL H. CONWELL, OF PHILADELPHIA, WELL-KNOWN LYCEUM AND CHAUTAUQUA LECTURERS FOR MORE THAN A QUARTER OF A CENTURY (This photograph was taken while a Chautauqua was in progress in Missouri in the summer of 1913)



EX-CONGRESSMAN J. ADAM BEDE, OF MINNESOTA, AND EX-MAYOR SEIDEL, OF MILWAUKEE, DRIVING A STAKE AT A TENT CHAUTAUQUA

week, their railroad fare, and nightly lodging.

The following, in addition to those already mentioned, is a partial list of well-known Chautauqua lecturers who have appeared widely during the last three or four years. Ex-Gov. H. S. Hadley of Missouri, ex-Gov. Robert Glenn of North Carolina, ex-Gov. Richard Yates of Illinois, ex-Gov. E. W. Hoch and Hon. Victor Murdock of Kansas, Congressman Victor Berger of Wisconsin, Hon. J. Adam Bede of Minnesota, United States Senator W. S. Kenyon of Iowa, ex-United States Senator Frank J. Cannon of Colorado, ex-Mayor Seidel of Milwaukee, Speaker Champ Clark of the National House of Representatives, Hon. A. C. Shallenberger of Nebraska, Dr. Frank W. Gunsaulus of Chicago, Dr. Russell H. Conwell of Philadelphia, Dr. Newell Dwight Hillis of Brooklyn, Dr. Harvey W. Wiley, Washington; Jacob Riis, New York; Dr. Edward A. Steiner of Grinnell, Ia.; Opie Read, the author, Chicago; Judge Marcus A. Kavanagh of the Superior Court, Chicago; Detective W. J. Burns of New York, ex-Gov. J. Frank Hanly of Indiana, Judge Ben B. Lindsey of Denver.

#### INFLUENCE IN THE COMMUNITY

The public man with a message finds no better place to proclaim it than from the Chautauqua platform. As Mr. Bryan says: "The Chautauqua affords one of the best opportunities now presented a public speaker for the discussion of questions of interest to the people. The audience is a select one and always composed of the thoughtful element of the community, and, as they pay admission, they stay to hear. I believe that a considerable part of the progress that is now being made along the line of moral and political reform is traceable to the influence of the Chautauqua."

Speaker Champ Clark says that the Chautauqua has been a powerful force in directing the political thought of the country and that the Chautauqua lecturers with whom he has been associated constitute as fine a group of men and women as can be found among the splendid citizenship of America.

In many places a Chautauqua leaves definite effects upon the community life. It comes into a town or city with an ideal and before it leaves this ideal is quite apt to be impressed on the minds of many people. The Chautauqua stands for democracy and education. It brings new vision and inspiration. People of all classes and degrees of education are brought together. It is a

feeder for our colleges and universities. The president of a large technical school is quoted as having said that 10 per cent. of the students in the institution over which he presides owe their presence to Chautauqua influence. A talk on civic beauty or sanitation by an expert from the Chautauqua platform often results in bringing these matters to local attention for the first time.

At Leechburg, Pa., during the past winter a lad in coasting met with an accident which rendered him unconscious and apparently dead. A playmate went to his assistance and in time brought him back to consciousness. When asked how he knew what to do, the boy who had rendered the assistance replied that he did just what the scoutmaster at the Chautauqua last summer had taught him during the Boy Scout drills.

Also to many people of meager circumstances who seldom get far from home, the five, six, or seven-day Chautauqua comes as an annual vacation,—a real outing.

#### THE WINTER CHAUTAUQUA—THE LYCEUM

When the Chautauqua season closes in September less than six weeks will intervene until the winter Lyceum,—another phase of America's great free forum, will be in full swing. There are to-day 15,000 Lyceum courses in the United States, reaching approximately 6,000,000 people each year. These Lyceum courses comprise from five to twenty evenings' programs in a community throughout the fall, winter, and early spring.

The Lyceum in this country antedates the Chautauqua by about seven years. It had its beginning in the days of Henry Ward Beecher, John B. Gough, and Wendell Phillips under the management of James Redpath and Major Pond. It played an important part in the days of the Reconstruction and later on in the causes of temperance and labor. In 1875 James Redpath wrote as follows: "The Lyceum is as deeply rooted in our national life as the Sunday-school or caucus. It is preëminently an American institution." Ralph Waldo Emerson once said that "the New England Lyceum had changed the intellectual and theological complexion of the country."

Emerson lectured at first for five dollars per engagement and feed for his horse. Later on lecture fees advanced materially, Beecher having been paid as high as \$1000 for a single speech. Gough, Beecher, and Anna Dickinson earned from \$20,000 to \$30,000 a year, and it is said that in 1874

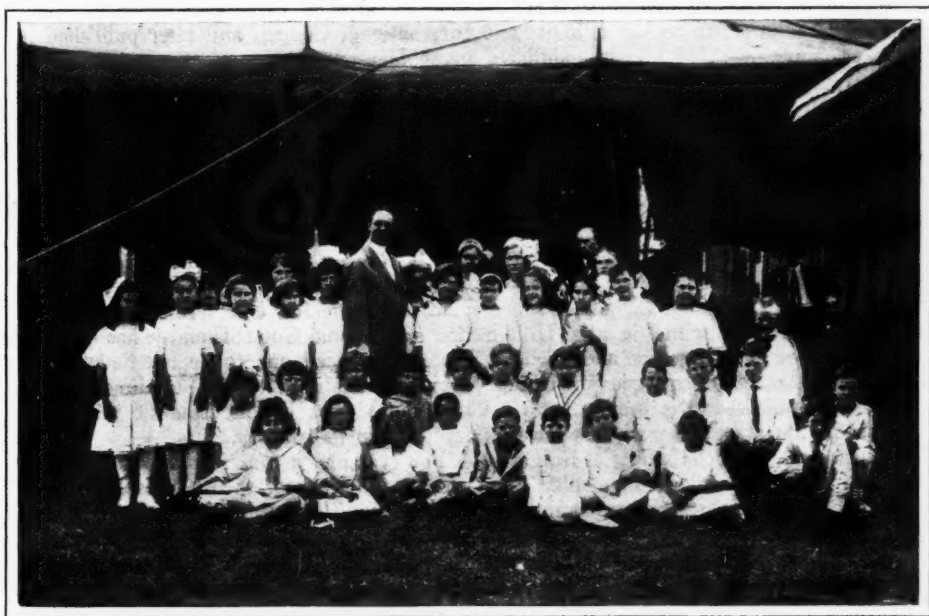


Mark Twain refused \$30,000 for fifty lectures. Among other well-known lecturers these smaller Lyceum courses in recent years.

of the early days of the Lyceum were: Charles Sumner, Julia Ward Howe, Mary A. Livermore, Theodore Tilton, Thomas Nast, Josh Billings, Ben Butler, Charlotte Cushman, Joseph Cook, George William Curtis, Gen. Lew Wallace, James G. Blaine, and Edward Everett Hale. Lyceum courses in the villages usually comprise two lectures, two musicals, and an evening with a cartoonist or magician, and to hundreds of communities this series constitutes the only real community entertainment of an entire winter.

The famous orators of the present-day Lyceum are nearly the same as those heretofore mentioned in connection with the Chautauqua platform. The school, the church, or a citizens' committee stands back of the enterprise, guaranteeing payment for the course of entertainments outright. The local management then sells the tickets and advertises each event. These courses cost all the way from \$200 in a village to \$4000 or \$5000 in a few cities.

The Lyceum to-day penetrates into much smaller towns than the Chautauqua. In fact thousands of mere villages with one store, a school, and a church boast of a Lyceum course. Rural evolution as represented in the interurban trolley-car, the telephone, centralization of schools, and rural free delivery has helped make this possible, in fact has trebled the number of It is generally conceded that both the Lyceum and Chautauqua movements in this country are far from having reached their growth, and that the development of another year will much surpass even that of the past twelve months.



A CHAUTAUQUA CHILDREN'S DAY

# A WORLD'S CONGRESS OF WOMEN

BY IDA HUSTED HARPER

NEITHER ancient nor modern Rome ever witnessed such an assemblage as held the public attention in the Eternal City for almost the entire month of May; and not even in the days when Rome ruled the world were there uttered in her great forum words farther reaching and more significant than have been spoken in this Congress of Women representing the nations of the earth. There has been none of the fiery eloquence of those matchless Roman orators, inciting to war and conquest, but only the simple sincerity of appeals for the practical effort which shall make humanity better, happier, and of more value. This International Council, representing the women of twenty-four countries, is to-day the largest organized force in existence for its important objects, comprising through its affiliated National Councils not less than 6,000,000 women, as nearly as can be computed.

These National Councils have no individual members, but are made up in each country of such organizations of women as choose to become auxiliary. In Germany, for instance, all of any consequence, except the Red Cross, belong to the Council and represent a membership of half a million. It is the leading organization in Australia, Canada, France, and many countries, while in the United States others are of greater size and strength. In the more backward countries of Europe it is the only one that has been able to secure coöperation among the various societies of women, and Councils exist in Bulgaria, Servia, and Greece, while in Rumania, Turkey, and South Africa there are committees trying to prepare the way for Councils. The new Council of Portugal has just been admitted. A large number of the ablest women in Russia have for years appealed to the government to permit them to form one, but have been peremptorily refused; nevertheless they always send delegates to the international meetings and had at least twenty at Rome, including three physicians, several members of the nobility, and the wife of the Constitutionalist leader, Paul Milyonkov. There are National Councils in all other European countries, except Spain and in Argentina, which are represented at these

international meetings by the ablest among their members.

While any kind of an association of women may join a Council, the distinctive lines of international work are carried on by standing committees, which can only be formed by unanimous consent of all National Councils, and these in the order of their adoption are as follows: Peace and Arbitration, The Legal Position of Women, Suffrage and Rights of Citizenship, Equal Moral Standard and Traffic in Women, Public Health, Education, Emigration, and Immigration. To these were added at this meeting one on Trades, Professions, and Employments for Women. Valuable reports of the work and progress of these committees are read to the International Council and later published in pamphlets.

## ATTITUDE ON PUBLIC QUESTIONS

The Council is convened every five years for electing officers, forming new committees, and transacting various kinds of official business, and between these quinquennial meetings two executive sessions are held principally for the purpose of reaching as many countries as possible with the work. The place of convening is determined by invitation of National Councils and it has been the custom for each one to decree that certain subjects committed to the standing committees should not be discussed at the public meetings in its country.

For example, it was forbidden in Italy to present the work of the Peace and the Suffrage Committees. There was so vigorous a protest on the part of the latter, of which Dr. Anna Howard Shaw is chairman, that the Italian Council was obliged to yield and put it on the program, but Peace was entirely eliminated. The delegates were determined that henceforth there should be no dictation, and possibly the most important action taken at this meeting was the passing of a resolution that "at each quinquennial an opportunity shall be provided to present at a public meeting every line of work adopted as propaganda by the International Council." The contest for this was led by the United States and it was carried by three to one,

but Great Britain and Germany voted against it.

To illustrate how little a Council may know of public sentiment, the meeting at which woman suffrage was to be discussed was the most largely attended of all. The enthusiasm was so great that the suffrage society in Rome decided to have an independent meeting; prominent delegates from half a dozen countries agreed to speak and the big hall was crowded. The favorable sentiment was so evident that it was announced next day that a bill to enfranchise women would be immediately introduced in Parliament and a committee appointed to promote it. Steps also were at once taken to form an Italian Men's League for Woman Suffrage. Encouraged by this result, the advocates of peace secured a hall, distinguished delegates spoke, there were order, harmony, and apparently just as much sentiment for peace as in our own country. How could it be otherwise when thousands of Italian families are in mourning for those slain in battle and all Italy is impoverished by war and the maintenance of army and navy?

#### CHANGE OF SENTIMENT ON SUFFRAGE IN A QUARTER-CENTURY

There has been steady evolution in the International Council most gratifying to those who have been with it from the beginning. It was the outgrowth of a great international congress in Washington, D. C., in 1888, arranged by Susan B. Anthony, Elizabeth Cady Stanton, May Wright Sewall, Rachel Foster Avery, and other leaders of the woman-suffrage movement. They found, however, that it would be possible to form a permanent international organization only by keeping the suffrage question out of sight. This was done, and it was not until 1904 that a standing committee on Woman Suffrage was formed. As this had



LADY ABERDEEN, REELECTED FOR THE THIRD TIME AS PRESIDENT OF THE INTERNATIONAL COUNCIL OF WOMEN

to receive the unanimous consent of all the eighteen National Councils then existing, the progress in opinion may be estimated. At this meeting in Rome, ten years later, the delegates from twenty-four countries, without one dissenting voice, adopted a resolution declaring that "The International Council of Women reaffirms its earnest belief that the right of voting in parliamentary and local elections should be given to women in all countries where representative government exists." This is the pronouncement of the leaders in progressive work in practically every civilized country.

Next to the suffrage, there seemed to be the most vital interest in what is commonly referred to as the "social evil." There can be no doubt that the women of the whole world are stirred to the depths on this sub-

ject and in hearing the reports one could hardly decide in which country conditions were the worst. The vote was unanimous in condemnation of segregation and licensed houses.

#### OFFICIAL UTTERANCES OF THE COUNCIL

The Council spirit, the agreement among women of all nations on vital questions, was especially manifest in the adoption by large majorities of nearly all the resolutions, most of which had been approved by the executive the preceding year at The Hague and placed on the agenda for this meeting. These included an appeal to the different governments to "try mediation even where vital interests are involved in international conflicts"; also an appeal to the next Hague Conference to "consider an international protection of women from the horrible violation that attends all wars." Others demanded that "all countries shall guarantee by law the full personal and property rights of married women"; that "all shall give equal rights to fathers and mothers in respect to the guardianship, education, property, and discipline of their children"; that "juvenile courts shall be established and women be permitted to conduct judicial proceedings in them"; that "legal provision shall be made for the maintenance of mothers and of children, whether born in or out of wedlock."

Resolutions were unanimously passed that in the upper classes of all schools attended by girls there should be systematic teaching of the laws directly concerning women and children, and of the civic responsibilities of women; also that in countries where much emigration takes place special classes shall be arranged for instruction in the laws and customs of the new country, and that governments should establish supervision by carefully selected women over young girls on emigrant ships. An official request from the United States Department of Immigration that each National Council ask its government to unite in an international conference of immigration officers was acted upon favorably. In adopting all the above resolutions, the Councils pledged themselves to work for their practical application, which insures the service of an army of women. Is not this army of as much value to a country as its standing army for military service?

The International Council has issued many excellent publications, among the latest one on "Woman's Position in the Laws of the Nations"; one from the Committee on Public Health, Lady Aberdeen chairman, on "Pre-

vention of Tuberculosis," and two from the Committee on Education, Mrs. Ogilvie Gordon, D.Sc., Ph.D., F.L.S., chairman, on "Juvenile Delinquency and National Systems of Education," with contributions from twenty-four countries. Through this committee juvenile employment bureaus have been established in connection with the public schools in cities in all parts of the world.

At the earnest request of the Council of Norway, the International Council endorsed its petition to the Norwegian Parliament to grant the Nobel Prize this year to the William T. Stead Memorial Fund. This fund is being raised under the patronage of Queen Alexandra and many distinguished men and women to build in London Stead hostels, or homes, for working women, and it could legitimately receive the Nobel Prize.

#### PERSONNEL

A great many organizations of both men and women could learn a useful lesson in electing officers from the International Council. Blank lists are sent to the National Councils of all countries a year before the quinquennial meeting, and their nominations must be returned three months previous to the meeting for the secretary to put on the agenda. From these names the delegates make their choice and the chairman of the delegation records it on a ballot. Even chairmen of standing committees are thus elected. There are no tiresome nominating speeches, and it was not half an hour from the time the ballots were distributed until the result was announced. The election of the Countess of Aberdeen was unanimous; there was no other nomination. She had been president continuously since 1893, except the five years from 1899, when Mrs. May Wright Sewall filled the office, and her reelection for the third time testifies to the satisfaction felt with her administration. She speaks German and French fluently, has a commanding presence, a charming personality, tries to be entirely fair, is always good-tempered, and accepts success or defeat with equal grace. The prestige of her position as an honored member of the nobility in Great Britain must be counted as an asset in European countries and undoubtedly secures for the Council recognition in high places which its merit alone might not achieve.

Mrs. Sewall, who has been chairman of the Peace Committee for the past ten years, was reelected honorary president. The vice-presidents are Mrs. Henry Dobson, founder of the Councils in Australia and their presi-



dent, wife of the premier of Tasmania and Senator in the National Parliament; Mme. Jules Siegfried, president of the National Council of France and wife of a political leader; Miss Forchhammer, president of the Council of Denmark. Mrs. W. E. Sanford, of Canada, a woman of remarkable business ability and an intimate friend of Lady Aberdeen, was for the fourth time chosen treasurer. Miss Alice Salomon, Ph.D., who was reelected corresponding secretary, has a most difficult position, its duties requiring a part of every day in the year, and yet this office, like all the others, is unsalaried and its work a labor of love. She is the founder of the School for Social Work in Berlin, which has accomplished such wonderful results in training girls of the upper and middle classes for effective civic and social service.

The two-weeks' sessions of the Council were followed with a week's congress organized by the National Council of Italy, whose president, Countess Spalletti-Rasponi, is one of the most progressive leaders among women in Rome. A number of the delegates remained and addressed this congress, and its speakers included many not connected with the Council, while its program covered a much wider range of subjects. Among them are "Women in Agriculture and Rural Life," "City Gardens," "Better Housing, Sanitation, etc.," "Function of the State in Relieving Pauperism," "Factory Inspection," "Widows' Pensions," "Women's Work Outside and Inside the Home and Protection of Mothers," "Development of Children in All Ways," "Eugenics," "The Social Evil," "Women Emigrants," "Women in Public Life,"—the list is almost endless and each topic had many subdivisions. There could not be a better concrete illustration of the broad scope of women's activities at the present day than the eager, earnest discussions of those three weeks. One question especially seemed to open the flood-gates of oratory, that of the welfare of the child, and in whatever form it came up there was no way to stop it except to adjourn the meeting. It is the supreme touch of nature that makes the whole world of women kin.

The social events of the Council and Congress were of so distinctive a character as to justify special mention. The welcome of the government was extended through the Minister of Education and other officials at

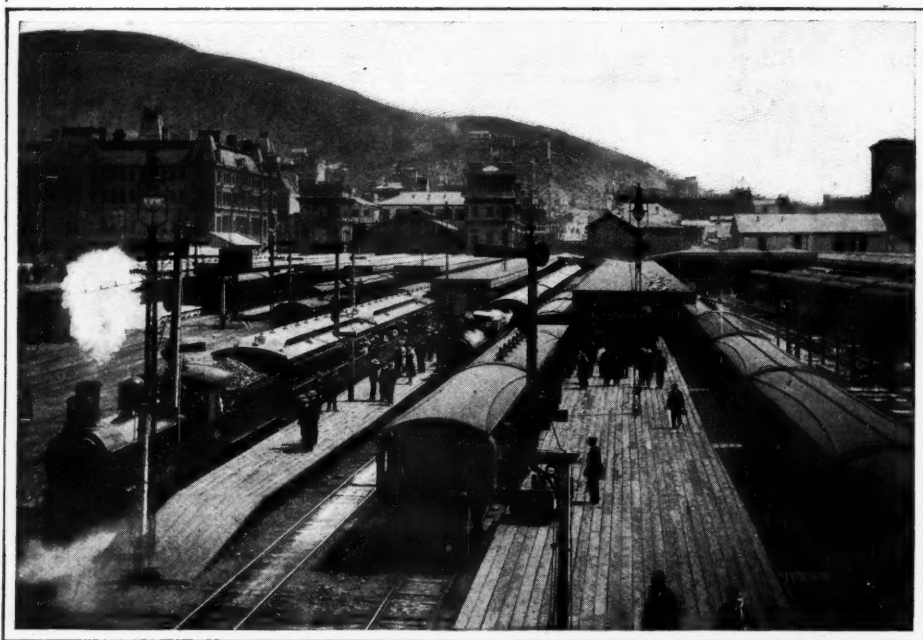
a stately meeting in the ancient Capitoline. Far more impressive and significant than the eloquent addresses, however, was the contrast between the audience of modern women and the historic paintings on the walls of that magnificent hall. On one entire end was depicted the Rape of the Sabine Women, while the sides were covered with the most awful scenes of battle in times when every trace of human feeling was obliterated. The audience represented the progress of womanhood from the realm of the physical into the domain of the intellectual and spiritual, and the greatest force now in existence for the peace of the world!

#### SOCIAL COURTESIES

The welcome of the municipality was offered through the acting mayor at an evening reception in the Capitoline, when the visitors had the rare privilege of seeing the splendid galleries in the brilliancy of thousands of electric lights.

Queen Elena and Queen Margherita entertained at tea as cordially as if personal friends the international officers, chairmen of standing committees, and presidents of National Councils, about forty in all. Margherita, the beloved Queen Mother, gave also a garden party in the beautiful grounds of her palace, which included the several hundred delegates and visitors to the Council, shaking hands with every one and presenting a bouquet of red roses tied with the royal blue ribbon from which was suspended her coat of arms. All of the principal embassies gave garden parties or teas and Ambassador and Mrs. Thomas Nelson Page extended every courtesy to the delegates from the United States. It would not be possible to enumerate the dinners, luncheons, and teas given by Americans, English, and others residing in Rome, and by prominent Roman families. The Countess Spalletti-Rasponi opened her spacious villeno for a reception at the beginning of the Council and it closed with the large banquet of the Italian Council. Visits were arranged to galleries, museums, schools of all kinds, and public institutions of every conceivable nature, among them a number for modern experiments in social work.

Many invitations for future Council meetings were received and it was decided to hold the meeting of 1919 in Christiania.



THE STATION AT CAPE TOWN ON THE SOUTH AFRICAN RAILWAY

## THE RAILROAD CONQUEST OF AFRICA

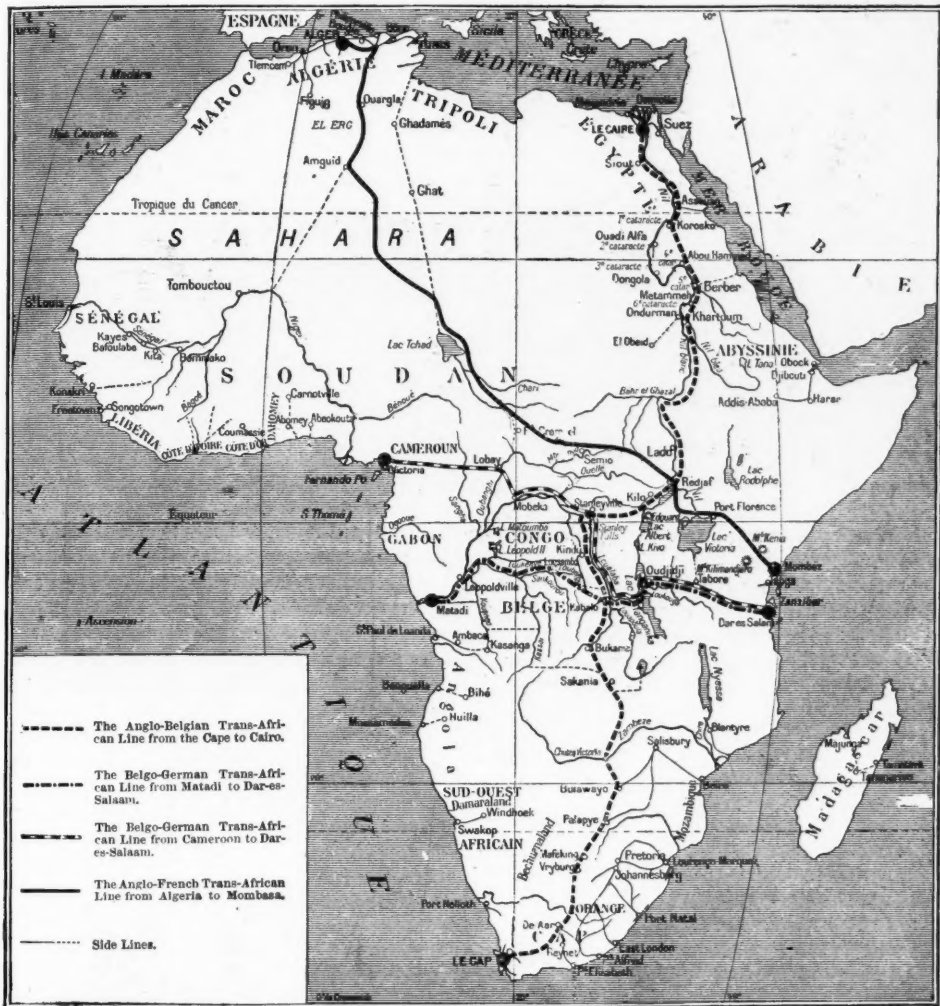
BY LEWIS R. FREEMAN

AFRICA has been aptly described as an "annex of Europe," and in no respect does this appear more clearly than in its railway development. The Boers,—though largely at the instigation and under the direction of the British,—built a few hundred miles of line in the Transvaal in the '90s, but of the many thousands of miles of rails that have been laid since the downfall of Krueger's republic, there is not one but has been financed by bankers, built by engineers, and operated by managers from beyond the Mediterranean.

Because this impulse of development has come almost entirely from nations whose African ambitions are constructive rather than destructive,—nations which, unlike the Dutch and Spanish, are too far-sighted to exploit their colonies after the fashion of mines, on a take-out-but-not-return basis,—this growth has been a healthy and vigorous one. The purely strategic line, such as was rushed so feverishly in Asia twenty and thirty years ago to threaten or guard now this frontier and now that, is decidedly the exception in Africa.

It is true that Britain laid track at the rate of a mile a day across the burning sands of the Sudan in order to allow Kitchener the sooner to come to grips with the Mahdi, and that France did not neglect to weave reinforcing strands of steel rails into the mesh of the political net it was casting about Morocco, and that Germany is not blind to the fact that the spike-helmeted troops that can be marshalled on the banks of Lake Tanganyika when the Dar-es-Salaam line from the East Coast is completed may make possible a new delimitation of Central African frontiers in case of emergency; but the fact remains that, above and beyond its strategic purpose, each one of these railways had a distinct commercial *raison d'être*, a mission of its own to perform in the development of the regions to or through which it penetrated. Practically all the rest of the African railways are commercial lines pure and simple, with no suspicion of strategic import attaching to their construction.

One of the most striking things about African railway development is the comparative evenness with which the various lines are



## MODERN AFRICA AS THE RAILROAD IS OPENING IT UP

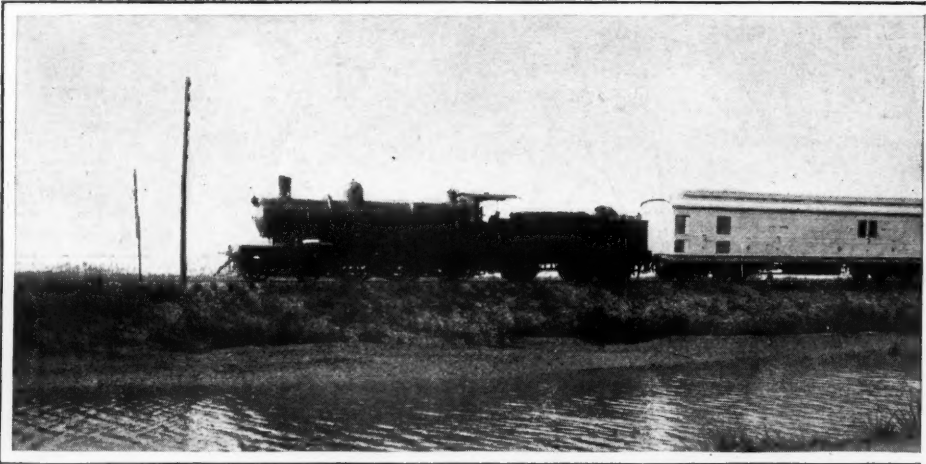
(This map is reproduced from a more elaborate one compiled on a basis of official documents gathered by the *Mouvement Geographique*, of Brussels)

and will be distributed. At the present time, it is true, nine-tenths of the 25,000 miles constructed are at the northern and southern ends of the continent, and because these are the temperate regions it is there that the closest networks of rails will be woven in the future. But run your eye around the African coast-line and note that there are only two or three intervals of over 500 miles in all its 20,000 miles and more of length which are not marked by at least the beginnings of a railway. A few of these, located in isolated scraps of colonies, are simple *lignes de penetration*, built to move the products of the interior down to the coast,

and with no especial objective point in view beyond the frontiers. But every one of the others is "going somewhere"; pushing on through desert and jungle to meet another advancing railhead five hundred, a thousand or two or three thousand miles away, or reaching out to connect with some navigable stretch of river which has steamer communication with a distant coast.

## CONTINENTAL ROAD-BUILDING

Africa is building close to 2000 miles of railway a year at the present time, and five years from now may be adding new lines at a 50 or 100 per cent. greater rate. That



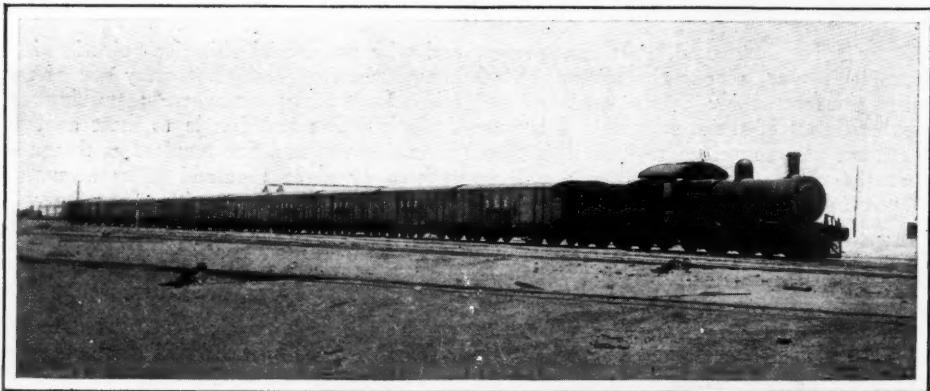
TRAIN DE LUXE ON THE EGYPTIAN STATE RAILWAYS

continent will never have the great aggregate mileages of Europe, Asia, or North America, nor do any parts of it bid fair to attain the density of construction of the United States or Europe; notwithstanding this, a carrying out of its practicable and probable projects at their present rate of progress will give it one and possibly two north-to-south lines traversing its whole length before any such consummation is effected in Asia, Australia, or either of the two Americas. At the present time Asia has one east-to-west transcontinental railway, South America,—practically,—two, and Africa none. Yet it is possible,—nay, probable,—that the latter continent may be able to boast a half-dozen lines from coast to coast before either of the others can lay claim to half that number.

The reason for this is to be found in Africa's unique geographical position. There

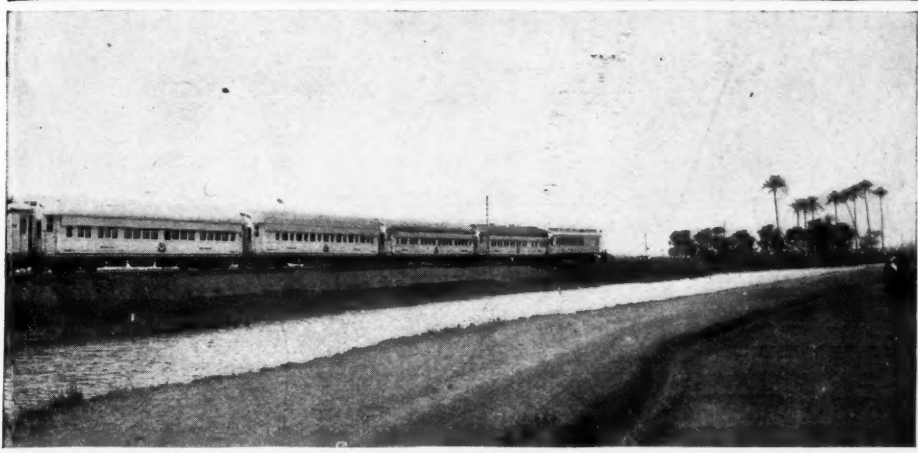
are four great, but more or less surmountable, physical obstacles to railway construction,—mountains, rivers and lakes, deserts, and ice and snow. The latter, when bordering on the perennial, is the worst of these, and Africa chances to be the only one of the great continents which has no regions of long or perpetual winter. It is not likely that railways will ever be built to reach the ice-bound extremes of North America and Asia, but in Africa, which has no frigid belt, there are no extensive regions,—not even in the Sahara,—in which the shriek of the locomotive may not, and probably will not, be heard before many years.

Nine-tenths of the railway mileage of Africa is included in the British systems of the Nile Valley and South Africa and the French systems of Algeria and Tunisia. The work of the Germans, which ranks third in magnitude, is confined to ambitious begin-



FREIGHT TRAIN AT A DESERT STATION IN THE SUDAN





ONE OF THE BEST APPOINTED TRAINS IN THE WORLD

nings in the jungles of the east and west coasts of the tropics. The energies of each nation have been characteristic. The Briton, responding to the present need and ever zealous for the material uplift of his subject races, has built railways to help him carry "The White Man's Burden." The Frenchman, eager, imaginative, his eyes alight with dreams, has pushed his railway projects in order to rivet together with bands of steel an African empire which dwarfs that conquered by the first Napoleon. The German, stolid, imperturbable, confident, sword in one hand and theodolite in the other, fights his way and runs his levels through the pestilential jungles of the tropics as a part of the day's work in winning the Fatherland its long-denied but implacably resolved-upon "place in the sun."

Present results of these widely diverse policies are about what one would expect. The British lines,—even the most impossibly located of them,—are paying handsomely; the French systems are paying "in spots," and the German beginnings not at all. This is to-day's balance sheet, and, if commercial considerations only are to be taken into account, to-morrow's will probably not show great changes. Events in Europe will have much to do in determining to what extent the various policies will be vindicated on political grounds.

#### THE BRITISH AS PIONEER BUILDERS

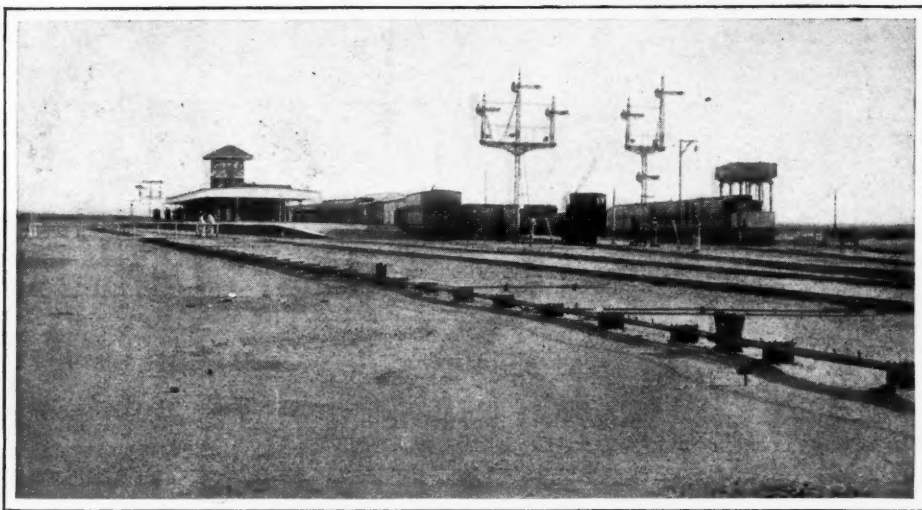
In any survey of African railway development, the work of the British is entitled to first consideration, both because they were the pioneers and because the sum total of their

construction is greater than that of all other nations combined. Railway building was inaugurated in Africa in 1852, in that epochal decade in which Europe, America, and India, awakening all at once to the incalculable possibilities of steam transportation on land, began feverish construction at many points at almost the same time. Since then African railroads have not been in the world's eyes.

The first line started was that from Alexandria to Cairo, Viceroy Abbas Pasha following the precedent set by his illustrious predecessors, the Pharaohs, to the extent of taking the right of way without payment and having the work done by "corvee" or forced labor. While an iron bridge was in course of construction across the Nile at Kafr el Zayat a steam ferry was employed, and the loss of a train which fell into the river at this point on May 16, 1858, stands as one of the first great railway disasters on record



INTERIOR OF A DINING CAR ON THE EGYPTIAN STATE RAILWAYS



ATBARA JUNCTION: A TYPICAL DESERT STATION IN THE SUDAN

#### THE GRIDIRONING OF EGYPT

Intermittent construction in the Nile Delta was carried on for the next thirty years, but a comprehensive railway program was not mapped out until the general rehabilitation of Egypt began under the Cromer régime. The last twenty years have seen the incalculably rich silt flats of the Delta gridironed with standard and narrow-gauge lines which reach to every corner of this ancient granary of the Mediterranean. The standard-gauge line has also been pushed southward through the narrow strip of cultivation along the Nile to Luxor, 415 miles, over a third of this distance being double track. The 140 miles from Luxor to Shellal, at the lower end of the great lake backed up behind the towering wall of the great Assuan Dam, is of a 3-foot 6-inch gauge.

The broad-gauge network of the Delta, the Nile trunk, with a westerly line to the Fayoum oasis and several other short branches, constitutes the Egyptian State Railway system, which, under the very able management of Sir George M. Macauley, has gained the reputation of being one of the best run railways in the world. Its 1600 miles of line, with the 900 miles of light railway in the Delta, cover lower and middle Egypt so completely that only a great extension of cultivation will call for a considerable increase of track. Double-tracking and heavier construction rather than new branches will be the order in Lower Egypt from now on.

The traffic record of the Egyptian State Railways is a most creditable one, both the

passenger and freight business having more than doubled in the last decade. In 1912 the first-class passengers carried numbered 547,000, the second-class 2,327,000, and the third-class, 26,000,000, the total being an increase of 3 per cent. over 1911. Freight for 1912 showed an increase of 841,000 tons over 1911, a little over 10 per cent. The total earnings were \$19,581,000, and the expenditures \$11,454,000, leaving a balance of \$8,127,000 as net earnings. The interest on railway capital was 6.08 per cent.

#### FIRST-CLASS PASSENGER TRAFFIC

Although, as on all African and Asiatic lines, the third class is the most important part of the passenger business, the first-class traffic of the Egyptian railways is probably of more importance than that of any other system on the continent. This is due to the great winter tourist season on the Nile, which, for several months, rivals in brilliancy those of the Riviera and California.

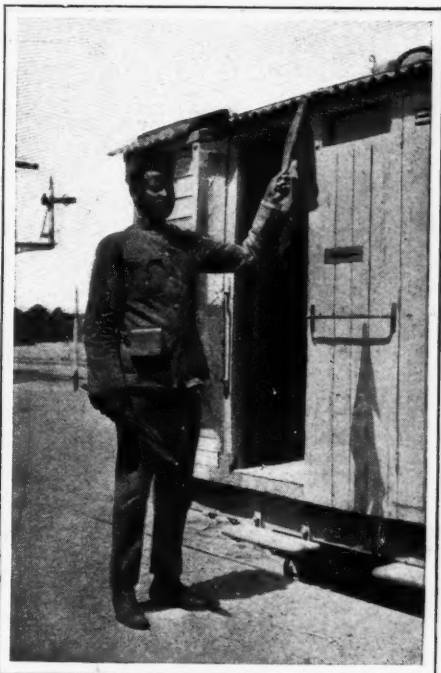
The railroads of India, China, and of most of Africa look upon the first-class passenger as a necessary evil for whom accommodations must be provided at a loss. In Egypt, for a considerable part of the year at least, it is probable that he is a very profitable source of revenue. The first-class fare for a journey of several hundred miles is 2½ cents a mile; the second-class, 1¼ cents, and the third-class a little over half a cent. Short journeys are at a somewhat higher rate. A train de luxe for first-class passengers only is run in the tourist season, and for travel

on this a supplementary fare is charged. This fine train, with its gilt-trimmed, blue-under-framed white cars glare and dust-proofed and electrically cooled and lighted, compares very favorably with the best "limiteds" of Europe and America, and is a glowing promise of what the Cape-to-Cairo express of a decade hence will be.

#### BEGINNINGS OF THE CAPE-TO-CAIRO LINE

The first link of the Cape-to-Cairo line is that formed by the Nile trunk of the Egyptian State Railways, and the second is that of the main line of the Sudan Government Railways. The former ends above the First Cataract, near Assuan, and the latter begins at Wadi Halfa, below the Second Cataract. The intervening distance,—ultimately to be bridged by rail,—is a two-days' steamer voyage up the Nile. The 575 miles of line from Halfa to Khartoum,—one of the wonders of the railway world,—is the first extensive piece of desert construction ever attempted.

Three or four decades ago, when Cecil Rhodes' visioning eyes first saw in fancy two glistening bands of tie-bound steel reaching from the Cape to the Mediterranean, they told him that, even if there were no others, one insurmountable obstacle in the way of a realization of his dream would be found in the impossibility of maintaining a line across the drifting, waterless sands of the Sudan. For the want of such a line that other sublime dreamer, Gordon, watched from the house-tops of ringed Khartoum for the glint of sun on the British bayonets that were fated to arrive too late to save him from the Mahdi's wrath. Because there was no



"ALL ABOARD!" A GUARD ON THE SUDAN GOVERNMENT RAILWAY TRAIN

such line the fanatical hordes of the Mahdi blackened the sands of the Sudan with fire and blood through ten awful years, while the rousing British Lion, rallying his might in Egypt, gathered himself for a spring.

#### RAILROAD-BUILDING AS A WAR MEASURE

"The Mahdi cannot be destroyed without a railway," said Kitchener.

"Build it," said Cromer.

"But there is no water, either above or below ground," protested the railway engineers when they were called into council.

"Then carry it with you," replied Kitchener.

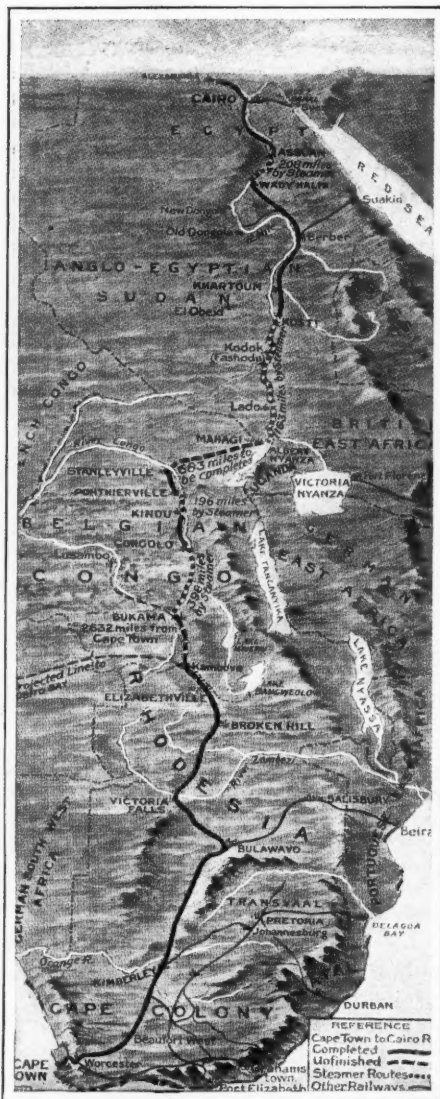
"But even if we succeed in building such a line, it will be sure to disappear under the drifting sands within a few months," said the engineers. "There is no precedent—"

"It will justify its purpose if it enables Kitchener to reach the Mahdi," cut in Cromer. "Build it! And build it faster than ever a railroad was built before."

And so, as there was no alternative offered, the engineers went ahead and did as those two "Iron Men," Cromer and Kitchener, decreed. Carrying their water with them as they went, even as the camel caravans had done for thousands of years before them, they laid twin lines of burning steel



A SECTION BOSS AND HIS GANG ON THE DESERT SECTION OF THE SUDAN GOVERNMENT RAILWAY



A BIRD'S EYE VIEW OF THE CAPE-TO-CAIRO LINE  
AS IT WILL LOOK WHEN COMPLETED

across the blistering sand wastes at the rate of a mile, two miles, and,—once or twice,—even three miles a day. It wasn't much of a railway to begin with, but it gave Kitchener's khaki-clad "Tommies" and red-fezzed Egyptians, with their deadly machine-guns, a very substantial lift toward the field of Omdurman. As a result of this whirlwind campaign the power of the Mahdi was destroyed, Gordon was avenged, the peace of Upper Egypt was assured, and the "one insurmountable obstacle" on the Cape-to-Cairo route was bridged for all time.

#### UNEXPECTED FREIGHT BUSINESS

But the end of the wonders was not yet. The desert railway was not overwhelmed with sand at the end of a year (they found ways to guard against that), but it was overwhelmed with something else,—almost the last thing in the world that had been expected,—*freight*. First came the old caravan trade between Sudan and Egypt, and then, through the building of a branch to the Red Sea and the creation of a modern port, a new gateway between Sudan and the outer world was opened up, and traffic was still further increased.

The building of a great bridge across the Blue Nile at Khartoum made possible a continuation of the trunk line Capeward to Wad Medani and Sennar, from which latter point a 250-mile branch has recently been opened to El Obeid, the capital of the province of Kordofan. Even this latest 500 miles of line through the hitherto unopened wilds to the south of Khartoum will, in the words of Colonel Midwinter, the general manager, "justify itself on commercial grounds independently of the very important strategic considerations which demanded its construction." It may be mentioned incidentally that it is largely due to the ability and energy of this unassuming British army officer with a name so out of keeping with his surroundings that these two thousand miles and more of desert line, the outgrowth of a road that was thrown down in order that a Moslem fanatic might be crushed, has become one of the best paying lines on the continent.

The Sudan system had just over a thousand miles of line in 1906 and nearly twice that length in 1911, while something more than 200 miles a year have been added since the latter date. Projected extensions will open up the country to the east of the Blue Nile by a line from Sennar to the Red Sea, link up the Takkar Delta with Port Sudan and Suakin, and push the main trunk on south through the jungle toward Uganda and the great lakes at the head of the Nile.

#### AMERICAN FACTORS IN CONSTRUCTION

An important factor in the success of the Sudan railways has been the fact that, though under exclusive British control, the management has pursued the broad policy of buying materials and equipment in the open market. Belgians and Americans have competed successfully with Englishmen for contracts, and how extensively this country has figured may be judged from the fact that one



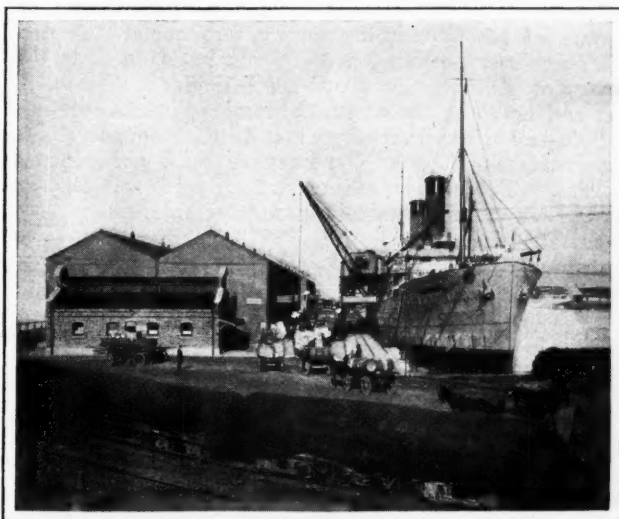


CONSTRUCTION WORK IN GERMAN SOUTH AFRICA

may journey from Halfa to Khartoum in a African (representing the Transvaal and Free State Governments), and the Natal Government,—taken over and consolidated under state management at the time of the South African Union in 1910, form one of the largest systems under the direction of a single man in the world. The work of W. W. Hoy in bringing order out of the South African railway chaos and making the lines under his management the leading factor in the development of their tributary territory is worthy of comparison with that of James J. Hill in the American Northwest. The fact that the states of the South African Union,—hitherto very backward in agricultural development,—have more than doubled their production of fruits and grains in the last five years is the best commentary on the success of the regenerative movement led by the railway.

#### SOUTH AFRICA'S RAILROADS

The South African railway system is by far the most extensive and important on the continent; indeed, the three administrations,—the Cape Government, the Central South



RAILWAY AND DOCKS AT CAPE TOWN

the Cape Government took over all of the completed lines. Active railway extension

may be said to date from that time. Early South African construction was almost entirely directed toward one objective,—the great mining and consuming centers in the north. First Kimberley, and its diamonds, was the goal; then the Rand, with its gold. Kimberley was the magnet which deflected the western line through the Karoo, the most arid district in South Africa, instead of across the fertile regions to the southwest. Kimberley was reached in 1884, and a few years later, following the discovery of gold on the Rand, lines were built to connect with those constructed by the Boers in the Transvaal and Orange Free State. The main part of the Transvaal business, however, was done by a line that had been pushed through Natal from Durban, which offered a much shorter route to the coast.

#### LINES REBUILT SINCE THE BOER WAR

These three systems all figured prominently in the Boer War, the Africans for some time holding not only their own lines in the Transvaal and Orange Free State, but considerable lengths of the Natal and Cape Colony lines as well. The control of rail transportation was the fiercest object of contention during this sanguinary struggle, as a result of which such portions of the lines as fell within the war zone were greatly damaged, principally through the dynamiting of bridges and culverts. Practically all of this part of the South African system has been rebuilt throughout since the war.

Generally speaking, all of the South African railways, like most pioneering ventures, were run at a loss during their earlier years. With the tremendous wave of advancement and prosperity which swept over the country following the discovery of gold on the Rand, this was changed, and up to the time of the war,—1899, 1900,—all of the roads, in addition to financing heavy extensions, paid handsome dividends. The heavy slump which followed the war was responsible for several lean years for the railways, and it is only since about 1907 that they have been paying as well as in the '90s.

The most striking fact in connection with the growth of the South African railways has been the way in which their development has followed that of the mines. It was the locality of the gold and the diamonds which dictated the route of the trunk lines, and it has been the carrying of supplies to the mining centers which has been the main source of the prosperity these railways have enjoyed for many years.

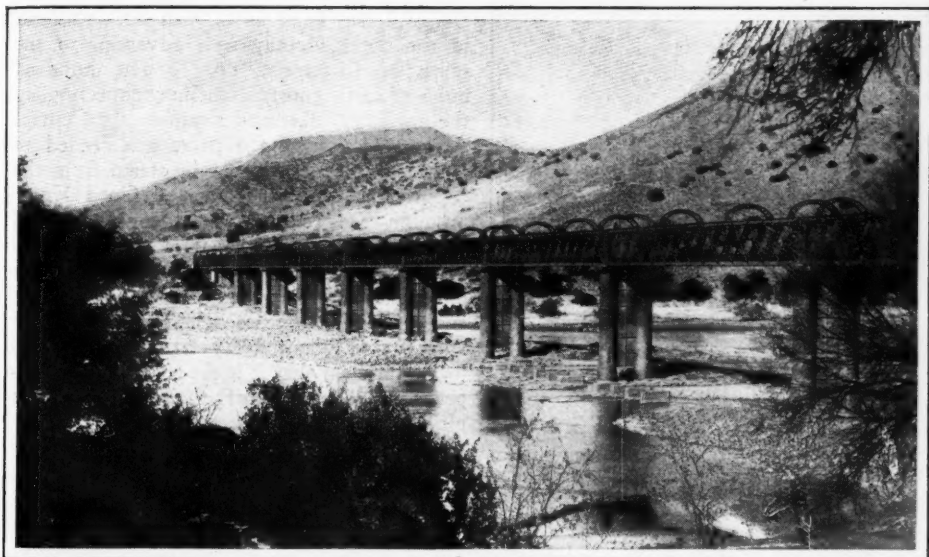
Active extension was kept up by all of the South African systems during both good and bad years, so that in 1910, when they were consolidated at the time of the formation of the Union of South Africa, they had a total of over 7000 miles open to traffic. Of this, 3329 miles were in Cape Colony, 998 in Natal, 1728 in the Transvaal and 987 in the Orange Free State. The combined systems at that time represented a total expenditure of over \$225,000,000. Since 1910 from one to two hundred miles of new line have been opened each year, at an increased capital expenditure of from \$12,000,000 to \$20,000,000 annually. The total mileage at the present time is very close to 8000, with construction in progress or sanctioned that will bring the aggregate up to 10,000 miles within a very few years. This does not include the 3000 miles of the Rhodesian system, which will be referred to presently.

#### NARROW-GAUGE PREDOMINATES

What is generally spoken of as standard gauge throughout the world,—4 ft. 8½ in.,—was used in only one or two of the pioneer lines in South Africa. After that the expense of construction in the unpopulated desert districts and through the mountains indicated a narrower gauge as desirable, and that of 3 ft. 6 in. was adopted. Ninety-five per cent. of the present construction is of this gauge, with the remainder,—less than 500 miles,—of a 2 ft. width. The construction is of a very high class. Rails of from sixty to ninety pounds to the yard are used, and ties on much of the new line are of steel. Ties, indeed, on account of the scarcity of wood in the country, form one of the serious problems, and it is interesting to note that extensive plantations,—similar to those set out by two of the California railroads,—are now being tried to remedy this deficiency. Stations are generally of brick and concrete, bridges and culverts of steel and concrete, and the ballasting of crushed rock.

#### MORE WHITES THAN BLACKS EMPLOYED ON SOUTH AFRICAN RAILROADS

The proportion of natives employed on the South African railways is remarkably small for a system in a country whose principal population is non-Caucasian, a circumstance due, doubtless, to the low mental capacity of the Kaffir. In China and India,—and to a somewhat lesser extent even in Egypt and Algeria,—supervision and technical work only are in the hands of whites, from 95 to 98 per cent. of the employees of



NORVAL PONT BRIDGE OVER THE ORANGE RIVER ON THE SOUTH AFRICAN RAILWAY SYSTEM

all lines in these countries being native. In South Africa the percentage is, roughly, 45 per cent. black and 55 per cent. white. At the time of the consolidation of the systems in 1910 the exact figures were: White, 26,331; black and East Indian, 21,631. Since then each class has been added to at the rate of about 3000 a year, with the relative proportion of natives and East Indians gradually increasing. This increase may have something to do with the labor unrest which, centering about the railways, has stirred South Africa for the last year.

#### THE RAILROAD A VITAL NECESSITY TO SOUTH AFRICA

Speaking of the labor unrest, it may be of interest to note that there is probably no region in the world where a complete railway tie-up, such as that which threatened early in the year, would be fraught with more serious consequences than in South Africa, for in few other places does the railway constitute so important a factor in the vital economics. There are no navigable rivers or deep estuaries; in fact, this end of the continent has been endowed with no natural facilities for transport whatever. On the contrary, right round the coast, from Namaqualand to Delagoa Bay, runs a lofty, rugged mountain range. All of the main trunk lines start from one point or another on the coast, and run inland, climbing this mountain range to get to the interior plateau. With a tie-up of the railways this region, in which are the

world's greatest gold and diamond mines and most of South Africa's industrial life, would be practically cut off from the world.

#### THE DREAM OF CECIL RHODES

The beginning of the Rhodesian railways was the tangible expression that Cecil Rhodes gave to his dream of a Cape-to-Cairo line. When his Chartered Company took over Rhodesia, the nearest railway was at Kimberley, 650 miles from Cape Town, and one of Rhodes' first acts was to get it extended to Vryburg, near the border of the empire, which had been placed subject to his will. From here was started the Rhodesian trunk, which reached Bulawayo, 600 miles to the north, in 1895. Nine years elapsed before the section to the Zambesi was completed, and the Master Dreamer died without having seen, save in fancy, the inspiring spectacle which his genius had decreed should be opened to the eyes of the lesser spirits that followed after,—the view of Victoria Falls from a train moving across its face on the highest bridge ever built by man.

By 1906 the railway was at the great Broken Hill zinc and lead mines, and in 1909 the Congo border was reached at Bwana M'kuba. Here the Belgians took up the work, and two years later the Katanga Railway Company had carried the line through to the Star of the Congo mine and Elizabethville. The remaining 280 miles to the end of Lake Tanganyika has been surveyed, and construction that will close the last gap in



TAKING ON PROVISIONS FOR THE DINING CAR ON THE CAPE TOWN-ZAMBESI TRAIN ON THE RHODESIAN RAILWAY

what will probably be the longest unbroken stretch of rails on the Cape-to-Cairo line is already well advanced.

#### LUXURIES OF THE ZAMBESI EXPRESS

One may now ride to Victoria Falls from Cape Town without change. The Zambesi Express is electrically lighted, carries sleepers and a diner, and offers passengers the grateful comforts of a shower bath. Beyond the Zambesi luxuries are dispensed with, and one finds it best, as in India, to carry his own bed. Meals are more expensive in Rhodesia than on the southern sections, and the long intervals between ice plants forces frequent recourse to canned dainties, and even staples, to fill out the menu. The through fare of \$80 for the 2300-mile journey from Cape Town to Elizabethville, the present railhead in the Congo, is, however, very reasonable.

#### NEAR COMPLETION OF THE CAPE-TO-CAIRO SYSTEM

Besides its main north-and-south trunk, the Rhodesian system includes an important line, with a number of branches, through Mashonaland and Portuguese East Africa to Beira, on the Indian Ocean. This line, in fact, rather than that to Cape Town, is at present the main gateway to Rhodesia and Central Africa, a distinction, however, which will shortly be transferred to the soon-to-be-completed Benguela Railway, running from Lobita Bay, on the West Coast, to some point on the Katanga line.

The end of this year will probably see the completion of the railway to the southern

end of Lake Tanganyika, and with railhead in the north already well advanced to the south of Khartoum, only a few hundred miles of easily constructed line connecting up the navigable lakes and rivers on the Central African section of the route are needed to make possible the journey by steam from the Mediterranean to the Cape of Good Hope. Though the required lines could be laid down in a few months, it is probable that, owing to their isolation, they will not be pushed to completion for a year or two. No engineering difficulties whatever are to be encountered, the country traversed being so level and open that it is the custom for Europeans to do most of their traveling on bicycles.

Even after the through train and steamer service has been established it is certain that railway construction around the lakes and along the Nile will be continued as commercial development warrants, until ultimately Cecil Rhodes' dream of an all-rail route from one end of the continent to the other has become a reality. That it could never be the "All Red" British-controlled line he had hoped for was forecasted a number of years ago when Germany made good its claim to the territory between Tanganyika and the Indian Ocean and began having transcontinental railway dreams of its own.

#### THE UGANDA RAILWAY

In addition to its great systems in the temperate regions of Africa, Great Britain has also built railways in each of its tropical colonies on the east and west coasts. The most widely known of these, if not the most important, is the so-called Uganda Railway, which penetrates from Mombasa, a few degrees south of the Equator on the East Coast, to Port Florence, on Lake Victoria Nyanza, a distance of 584 miles. Though to the world at large this remarkable line, which runs through one of the best of the African game regions, is known as the "Road of the Big Game Hunters," it was built for the purpose of opening up the rich and healthful plateau country of the interior. On account of the considerable heights to be surmounted,—one of the passes is but little short of 8000 feet,—the undertaking proved an expensive one. The total cost was \$27,720,000, or \$46,500 a mile, a high average for a meter-gauge line. It was begun in 1895 and finished in 1903, and although the earlier years showed rather discouraging returns, these have increased steadily until net earnings now equal a fair interest on capital.



Although at present it does not enter the region from which it takes its title, the building of two projected extensions will make this line the Uganda Railway in fact as well as in name. One of these is a fifty-mile line from Jinja, where the Nile leaves Victoria Nyanza, to Kakindu, where that river again becomes navigable, thus forging a short but important link of the Cape-to-Cairo project. The other scheme plans to make the Uganda Railway a section of a transcontinental line by building direct from Kampala to Lake Albert on the Congo border, where connection would be made with the Belgian line from Stanleyville and the navigable waters of the Congo.

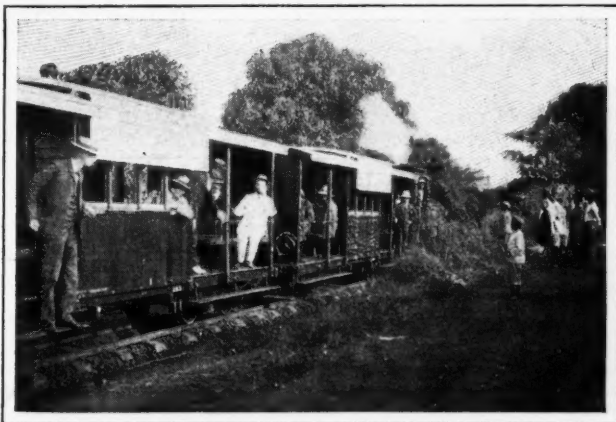
#### LINES OF THE WEST COAST

The British and French lines of the tropical West Coast have furnished striking examples of what may be done in building railways,—as well as what railways, once built, will do,—under the most unfavorable conditions. Pestilential, torrid, turbulent, harborless, for years the synonym of all that was hopeless and impossible, the Guinea Coast well merited its nickname of "The White Man's Graveyard." The difficulties in the way of railway-building were considered practically prohibitive, one of the worst being the dense tropical forests which, besides making construction expensive, rendered it almost impossible to make the observations necessary to secure a proper alignment. But railways were imperative if this wretched strip of colonies was not to be allowed to sink back to barbarism, and word was sent out from Paris and London that railways should be built.

The French, with a common hinterland and a definite railway policy, began construction in each of their colonies in the early eighties, and the British, with only pacification and commercial development as an incentive, set to work a decade and a half later. To-day the three British Guinea Coast colonies have a total railway mileage of over 1500, and the several French colonies of but little less than 2000. Despite untoward conditions, the British lines are returning from 4.25 to 9.75 per cent. on capital expenditure, and the French lines almost as much.

#### THE NIGERIAN SYSTEM

The British construction has been divided among Sierra Leone, the Gold Coast, and Nigeria, the first-named having 275 miles of 2-ft. 6-in. gauge, the second 230 miles of 3-ft. 6-in., and the third 1000 miles, mostly of the broader gauge. The Nigerian railway is, in many respects, the most important line in tropical Africa. It has a great work ahead of it in opening up the rich and salubrious Hausaland, with its industrious population of six or eight million Moslems, and it is probable that it will ultimately be extended to the almost unexplored Lake Chad region, where it would connect with the long north-to-south line which the French plan to carry



A MOUNTAIN NARROW-GAUGE ROAD IN ONE OF THE BRITISH WEST AFRICAN COLONIES

across the Sahara, the Congo, and on to South Africa as a rival to the Cape-to-Cairo project.

In laying its rails into Kano, the one-time mystery city of the powerful and wealthy Hausas, the Nigerian system has tapped the great Saharan caravan trade of this part of Central Africa at its source, and is diverting the best part of it to an outlet at Lagos on the Guinea Coast. All three of these colonies are clamoring for a doubling and trebling of their present railway mileages, the Gold Coast pointing to returns that have run as high as 9.75 per cent. on total expenditure in justification of its appeal for 800 miles of new line.

The French railway policy in this part of the continent was well defined in the following statement of M. Roume, a former Governor-General:

The government of (French) West Africa consists of four coastal colonies—Senegal, Guinea,



STEEL AND CONCRETE VIADUCT ON THE SIERRA LEONE RAILWAY—A 275-MILE SYSTEM

the Ivory Coast, and Dahomey—separated one from the other by the interposition of colonies belonging to other powers, but which have a common hinterland formed by the Upper Niger Basin. Our objective consists in starting from a point judiciously chosen on the coast line of each of these four colonies, a line of penetration coming to a head within the Niger Basin. We can then conceive that the extremities of these four lines will be linked up by a transversal line which will serve as their common base.

The most extensive work has been carried on at Senegal, where the pioneer line of French West Africa,—that from St. Louis to the splendid port of Dakar,—was completed in 1885. An interesting piece of recent construction has been the linking up of the navigable waters of the Senegal and Upper Niger by a line from Kayes to Nyanima, bringing into steam communication with the outside world the storied old desert capital of Timbuctu. This line is now being connected directly with Dakar by an extension from Kayes, its western terminus.

In French Guinea, a line long in operation from Konakry to Kindia has just been extended to Kouroussa on the Niger, 350 miles from the coast. In the Ivory Coast Colony extensions already in progress on the line from the port of Bingerville to Macouguie will more than double its length. Dahomey has a hundred miles of coastal line between its two ports of Kotonu and Ouidah, and a *ligne de penetration* to Abome and Save, which is being extended to Karnuama on

the northern boundary. When these four systems are completed, the linking up of their respective termini will be effected by the building of a 1600-mile transversal.

#### WORK OF THE FRENCH IN NORTH AFRICA

France's greatest center of railway activity, however, is in the north where, in Algeria and Tunisia, between state and private systems, there are already nearly 4000 miles of line in operation, a large part of it of standard gauge. These are all well-built, modernly managed lines, and in their principal physical features have little to differentiate them from the railways of the mother country. Indeed, one of the important broad-gauge lines,—the Algeria-Oran, Philipville-Constantine,—is owned and operated by the great "P. L. M." Company, which controls so extensive a mileage in southern France.

The lines at present constructed provide an adequate transportation system for the temperate littoral of Algeria and Tunisia,—the "White Man's Country" between the Atlas Mountains and the Mediterranean,—while bold pioneering lines have been pushed across the latter barrier at several points and on to rich oases on the rim of the Sahara. Strategic lines to the Tripolitan and Moroccan frontiers are ready to carry troops or produce as the exigencies require. It is a fine, up-to-date, self-contained railway sys-



THE RAILWAY STATION AT ORAN, ALGERIA—ONE OF THE FRENCH LINES

(All travelers are impressed with the way the character of the architecture fits in with the landscape. In the front is seen a section of one of those famous macadamized highways with which the French have networked all North Africa)

tem even as it stands, but, in the words of a French colonial official with whom the writer discussed the subject in Paris recently. "Only a little beginning, Monsieur, of what is about to be."

#### TRANS-SAHARAN LINES

It seems hardly to be realized outside of the chancellories of Europe that, with the establishment of the Moroccan protectorate, France entered into absolute control of 45 per cent. of the area,—a territory half again as large as the United States,—and 25 per cent. of the population of Africa, most of both, in contrast to the scattered colonies of the other powers, being compactly consolidated in the Northwest. "Nine-tenths Sahara Desert and worthless," is the natural comment of the outsider. "Desert but not worthless," replies the Frenchman confidently, for his experts have been busy for the last two decades proving that the Sahara, like most of the other great deserts, is barren only through lack of water. And water,—often artesian,—has been brought to the surface at almost every place where it has been sought in a scientific manner, with the result that productive oases are being created in the Sahara much after the way in which certain sections of the arid region west of the Rockies were reclaimed in the United States.



A THIRD-CLASS WAITING-ROOM IN THE ORAN STATION SHOWN ABOVE

(Note the rich Moorish decorations)

Not only do the French aim to link up the reclaimed areas as they are brought under water, but, pushing construction ahead of



LUXURY ON A DESERT RAILWAY  
(Saloon compartment in a regular first-class car on one of the French railway lines in Tunisia)

reclamation, also to bring their populous colonies of the Sudan and the Niger Basin into connection with the Mediterranean by means of two or more great trans-Saharan lines. Careful studies extending over many years have shown that all of these projects are not only feasible from an engineering standpoint, but also likely to be profitable from a financial one.

France's most ambitious railway project is one by which a line starting from the Mediterranean will be thrown across the Sahara to the healthful and well-populated states of Wadai and Kanem in the Lake Chad region, on through the Congo, using any available Belgian construction as a part of the main trunk, to connect with the Rhodesian Railways in the vicinity of the Katanga border. This route, it is pointed out, because it is entirely by land, and because Algiers is thirty-six hours nearer Paris and London than Alexandria, would make the journey to South Africa several days shorter than by the Cape-to-Cairo, which will, for many years, use lake and river steamers for a quarter of its length. The present railway from Algiers to Constantine and Biskra will form the northern section of this great line. Another trans-Saharan project is that by which the existing 600-mile line from the port of Oran to Colomb-Bechar, on the edge of the desert, will be extended to Timbuctu, with eventual connection with the Guinea Coast system already outlined.

#### BUILDING IN MOROCCO

Morocco, with a greater extent of well-watered temperate country than Algeria and Tunisia combined, will, now that it has

passed under undisputed French control, be the scene of much railway construction. The first important line will be one from Ujda, on the Algerian border, to the once jealously guarded walls of Fez itself. Another project, which has attracted much attention in Europe and South America through the fact that it promises to save a week's time in the journey between them, is a line from Tangier to Dakar, the great modern port the French have created on the coast of Senegal. This railway is planned to run to Tamagrut, on the edge of the desert, by way of Fez, across the Sahara to Timbuctu, and from there, by the Niger-Senegal line, now almost completed, to Dakar.

Several hundred miles of the desert section of this route lie through drifting sand, but even this forbidding stretch is no worse than that which the British bridged with such signal success in building their line from Egypt to the Sudan. The 1500 miles from Dakar to Pernambuco or Bahia, on the Brazilian coast, may be covered by twenty-one-knot steamers in three days, and it is estimated that the through journey from Paris or London to Rio de Janeiro, via Spain, Tangier, and Dakar, may be covered comfortably in twelve days. The present time by steamer is from sixteen to twenty days.

#### CROSSING TRIPOLI

Another ambitious North African scheme, which will be materially furthered by Italy's assumption of suzerainty in Tripoli, is the joining of the French and Egyptian railway systems by a line from Alexandria to the Tunisian frontier. This is a pet project of the Khedive of Egypt, who had already traversed much of the route with his engineers before the coming of the Italians. As a trans-Tripolitan railway, with branches down to the coast, would do much to simplify the work of the new masters of that colony, it is probable that the latter will cooperate heartily in its construction. The consummation of an already well-advanced French project to build along the coast from Oran to Tangier,—which nothing but trouble with Spain over the penetration of its dwindling sphere of influence can prevent,—will give, with the building of the trans-Tripolitan line, a great unbroken trunk from the Red Sea and the Nile to the Atlantic.

France's other African railways include a 350-mile system connecting Tamatavi, the chief port of Madagascar, with Antananarivo, its capital; a hundred miles of road circling the island of Reunion; and a bold 250-mile line



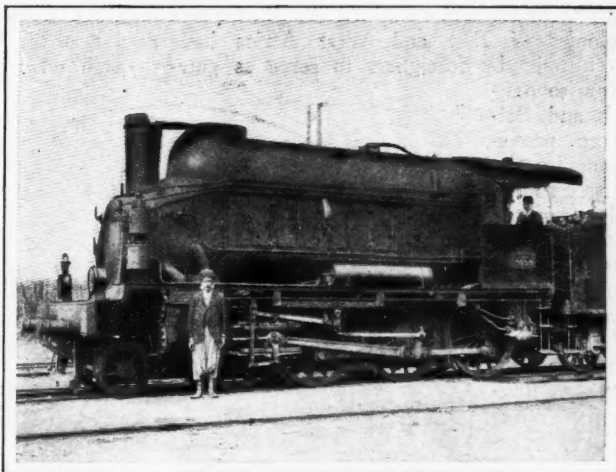
from Djibouti, the capital of French Somaliland, to Dire-Dawah, in Abyssinia, an undertaking that is meeting with considerable success in fulfilling its purpose of diverting the trade of that isolated mountain and desert kingdom from its old route to the British Sudan.

#### GERMAN ENTERPRISE

Germany's African railways, like its colonies, are too new to give much indication of what their future is going to be. Nearly all of them have been built in tropical country of great unhealthfulness, and, because German militarism is the last thing to promote frictionless relations with the natives, labor has been a serious problem from the first. The most important line under construction is that from the populous port of Dar-es-Salaam, on the coast of German East Africa, to Ujiji, at the northern end of Lake Tanganyika. Practically the whole 800 miles of this finely built meter-gauge railway is now completed and trains should be running by the fall of this year, about the same time that the Cape-to-Cairo railhead rests at Kituta, at the southern end of the lake. The steamer service already in operation on the lake will link up German East Africa with the 10,000 miles of British lines to the south, as well as making it possible, traveling by Belgian railways and river boats, to continue on across the continent to the mouth of the Congo.

In Damaraland and Great Namaqualand, which constitute German Southwest Africa, there are two railways running inland from behind the costly breakwaters of the port of Swakopmund, one penetrating 400 miles northwesterly to Tsumbeh and the Otavi copper fields, and the other 200 miles in an easterly direction to Windhoek. Both are of the very narrow gauge of sixty centimeters,—two feet. The northerly line will ultimately be extended to the frontier of Bechuanaland, there to connect with a branch of the Rhodesian Railways from Bulawayo, opening up a coast-to-coast service.

A 350-mile line running to the interior from Luderitz Bay is expected ultimately to meet a westerly branch thrown out by the South African Railways from Kimberly.



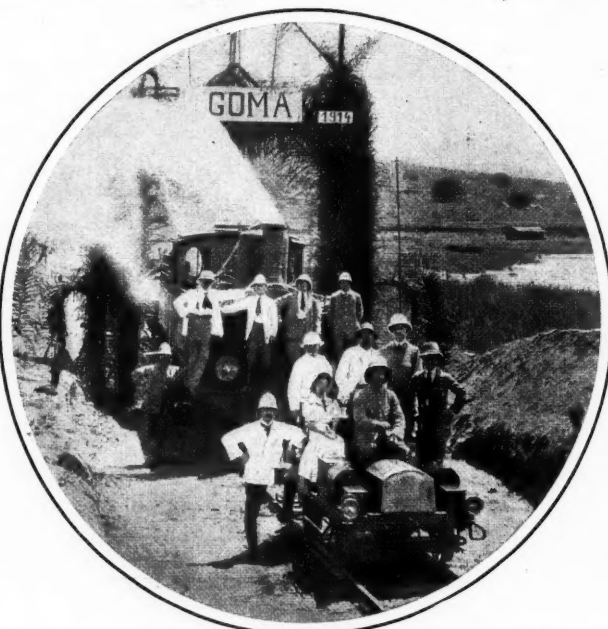
TYPE OF LOCOMOTIVE USED ON THE RAILWAYS OF FRENCH NORTH AFRICA

Togoland and the Kameruns, which form part of the colonial patchwork along the coast of the Gulf of Guinea, each has substantial railway beginnings. Should the Fatherland ever succeed to the Congo,—no impossible contingency,—one of the two existing *lignes de penetration* from the port of Duala will undoubtedly be pushed out to meet that from Dar-es-Salaam, forming a great German trunk all the way across the continent, the only such line under the control of a single nation that is even remotely possible.

#### BELGIAN LINES

Belgian railway activities in Africa are principally directed to linking up navigable stretches of the great Congo with short lines, and in extending various foreign systems which have penetrated to their frontiers. The 250-mile line from Matadi to Leopoldville, on the lower Congo, is one of the most brilliant pieces of construction in Africa. This remarkable bit of meter-gauge line, which put the upper Congo in steam communication with the coast, is a monument to its builder, Colonel A. Thys, the great Belgian engineer. The Congo extension of the Rhodesian Railways has already been referred to, as have also projected connections between lines of that state and those of British and German East Africa. The most important lines planned by the Great Lakes Railway Company, and the Lower Congo-Katanga Railway Company are shown on the map of African railways which is reproduced in connection with this article on page 65.

The principal railways of the Portuguese miles in length, and besides saving several colonies of East and West Africa have days between Europe and Rhodesia, passes been built by foreigners to serve as gate-through what is believed to be the richest copper-bearing district in the world. A Portuguese company, called the Royal Trans-African, has built 300 miles of line inland from the port of Loanda, in northern Angola, and surveyed through to a connection with a Belgian line in Katanga. Another ten years bids fair to see the richly mineralized plateau to the southwest of Lake Tanganyika as heavily grid-ironed with



A GERMAN TRIUMPH IN EAST AFRICA: THE COMPLETION OF THE RAILWAY TO LAKE TANGANYIKA

(This line, 777 miles in length, was completed on February 2 last, when the first locomotive steamed into Kigoma, the western terminus, under the triumphal arch shown above. This railway will link up the east coast with the lakes and the Congo and tap a large proportion of the trade of Central Africa)

prise, has been under construction for a number of years. It will be close to a thousand miles of progress will be the locomotive headlight.



PUSHING THE FRENCH ALGERIAN RAILWAY SOUTHWARD THROUGH THE DESERT

# ROOSEVELT'S VISIT TO SOUTH AMERICA

HOW IT HAS HELPED OUR RELATIONS WITH THE SOUTHERN  
CONTINENT

BY J. A. ZAHM

[*Father Zahm was a member of Colonel Roosevelt's party.*—THE EDITOR.]

IN a recent article concerning his experiences in the Brazilian wilderness, Colonel Roosevelt tells his readers how, in 1908, I proposed that, after he left the White House, "he and I should go up the Paraguay into the interior of South America," but he does not tell why I was eager to have him make this unusual journey. He probably had forgotten the reasons that I then advanced for such an undertaking,—although he rarely forgets anything,—but they appealed to him at the time so strongly that, had he not previously made all arrangements to go to the interior of Africa, he might have been prevailed on to visit South America in 1908 instead of six years later.

In the interview referred to I told Colonel Roosevelt of a journey I had made into the interior of our sister continent and of my delightful experiences among the Andes and in the valleys of the Orinoco and the Amazon. He was deeply interested in my observations and impressions, and inquired particularly about the fauna and the flora of the tropics, as well as about the inhabitants in the interior of the great forest regions between the Atlantic and the Cordilleras, and expressed the hope that he might eventually be able to undertake a journey that possessed for him so many and so varied attractions.

One reason why I was desirous of having Colonel Roosevelt visit the interior of South America was because I felt that he more effectually than anybody else could direct attention to this little-known part of the world as a region of paramount interest for explorers and men of science, especially American men of science. For, strange as it may seem, South America is still more of a *terra incognita* than darkest Africa, and many parts of it are to-day less known than they were three hundred years ago. Nowhere is there a richer field for the botanist, the zoölogist, the

geologist, the ethnologist than the great *silva* of Brazil and the extensive eastern versant of the Andes between the fertile plains of the Casanare and the forest-clad slopes of eastern Bolivia. Compared with the wonderful achievements of German explorers, our American men of science have accomplished but little in the interior of the equinoctial regions, and it seemed that if Mr. Roosevelt could be induced to penetrate the little-known territory of Matto Grosso and Amazonas he would supply the necessary incentive to his fellow-countrymen for devoting more time than previously to the exploration of the vast and unknown tracts drained by the waters of the Amazon and the Orinoco.

## WHY ROOSEVELT IS LIKED BY SOUTH AMERICANS

But I had a stronger reason than the work that he might do as an explorer or a hunter-naturalist for wishing to see Colonel Roosevelt visit South America. I felt that he, with his boundless energy and prestige, could do a certain much-needed missionary work there,—that he could do more than all the diplomats of a century to dissipate the prejudices our Southern neighbors have so long entertained respecting the United States, and allay the unfounded fears which have caused them so long to regard our ends and aims in the southern hemisphere with unfriendliness and distrust.

During his seven years in the White House Roosevelt had always shown himself the true friend of South America, and had won the admiration and confidence of the great majority of her people. I had, during my wanderings in the northern republics of the continent, found evidence of this everywhere, even in the most unlikely places.

"Oh, if we could only have a man like your Roosevelt in our poor, distracted coun-

try," said a prominent merchant to me in Caracas, "how soon Venezuela would be blessed with peace and prosperity. Castro is a plague, and we are everywhere struggling against poverty and graft and ground down by oppression and tyranny."

#### COLOMBIA'S BENEFACTOR

"The best thing that could happen to Colombia," a well-known general confided to me in a little town near Bogota, "would be to have Roosevelt as President. We need a man like him to put an end to the revolutions that are draining the life-blood of our country and to secure for us the place Nature designed for us among the nations of the world."

"But what," I inquired, "do you think of his action in Panama?" "What do I think of it?" he answered. "I think it was the best thing he could have done for Colombia. We are the only republic of the southern continent that faces on both the Atlantic and the Pacific, and we shall, if we are wise, derive more benefit from the canal than any country in South America. The canal is practically a free gift to us, and Roosevelt should be regarded by all patriotic Colombians as a public benefactor."

The opinion, so pithily expressed by this old soldier, was shared by many others of all classes with whom I discussed the Panama question in Colombia. Indeed, I do not recall a single instance, outside of a certain political entourage, in which Roosevelt was adversely criticized for this action in Panama.

#### TRUSTED IN PERU AND ECUADOR

During my first visit to South America, many of her people were seriously concerned about the number of Japanese who were then wandering about the country. They were supposed to be army and naval officers in disguise, and all kinds of alarming reports were circulated regarding their ultimate designs. One of these was that Japan was looking for a naval base on the west coast of the continent, or for the territory of some weak nation which she might annex for the purpose of colonization. "We have no fear of having any of our country appropriated by the Mikado," declared a Peruvian army officer at a banquet given in my honor in a town in eastern Peru, "for we know that Roosevelt,"—who was then President,— "would never permit it. We know him to be a friend of Peru, and we are sure that he would uphold the Monroe Doctrine against any foreign power that would seek a foothold in South America."

For a long time there had been friction between Peru and Ecuador regarding the boundary between the two countries. The great difficulty was to find an arbitrator who would be acceptable to both nations. Finally President Alfaro, of Ecuador, said to the representatives of Peru: "Get Roosevelt for arbitrator, and I will leave the boundary question between my country and Peru in his hands and abide by his decision."

#### REMARKABLE RECEPTIONS IN BRAZIL, ARGENTINA, AND CHILE

I give these illustrations,—they might be indefinitely multiplied,—of Roosevelt's popularity and prestige in the various South American republics to show that I was not unwarranted in my belief that the ex-President was the one man above all others who was best qualified to establish more friendly relations than had previously existed between the two continents of the Western Hemisphere. When, therefore, I learned of the invitations that had been extended to him by certain learned societies of Brazil, Argentina, and Chile to speak on progressive democracy and other cognate subjects, I knew that my dream about the work I had longed to see him undertake was about to be realized, and under auspices, moreover, which were far more favorable than I could have dared hope for under ordinary conditions.

Instead of taking a trip through the heart of the continent, as we had previously planned,—devoting most of our time to a study of the geographic, ethnographic, and natural-history features of the various countries which we purposed visiting,—the Colonel's sphere of action was, in a quite unexpected manner, immensely enlarged, and he was given an opportunity of meeting and becoming acquainted with the leading representatives of all the countries through which he passed from Patagonia to the Equator.

The result was phenomenal. I had expected much, very much, but never in my fondest imaginings had I ever conceived anything approaching what had thus suddenly become a reality. "Roosevelt has conquered South America," was the way the people expressed themselves after they had heard and come to know their distinguished visitor.

From the time he set foot on South American soil, at Bahia, until he entered the jungle of Matto Grosso, his progress was a continuous ovation. Everywhere he was received with the most cordial demonstrations of good will and entertained with the most lavish hospitality. Everywhere he made friends,—



friends for himself and friends for the country he represented. It mattered not that he was not traveling in an official capacity, for had he been the chief executive of our country he could not have been more honored or have been received with greater demonstrations of respect and joy.

#### HOW POPULAR CONFIDENCE WAS GAINED

"Roosevelt is the United States," I frequently heard it stated, and that, too, by people who are accustomed to weigh well their words. "He typifies all that is best in your great and progressive land, and we feel many thousand miles nearer your country than we did before his arrival."

What particularly delighted everyone was to find the illustrious guest so surprisingly human and sympathetic. "*Que hombre tan simpático*," was a frequent exclamation heard when he responded, as he always did, to the kindly greetings of the people who gathered in throngs to see him at every town and village through which he passed.

From the very first he won the hearts of the multitudes and gained their confidence. The suspicions and prejudices and ill will that had long been rankling in their bosoms regarding the "Colossus of the North," as the United States was called, disappeared as if by magic. When he assured his hearers that the United States wished to live in perfect harmony with all the countries of South America; that the reported plans of conquest and domination in the southern continent by the United States were but idle fancies or malicious reports circulated by interested persons or by political mischief-makers; when he solemnly declared that he wished to see all the nations of the Western Hemisphere possess equal opportunities for working out their respective destinies, they believed him, for, as they said, "He speaks the truth, because he speaks from the heart."

#### GERMANS FEAR LOSS OF TRADE SUPREMACY

I shall never forget the confession made to me by a high German official at Bahia after he had requested me to present him to Colonel Roosevelt. "I am pleased to make the acquaintance of Mr. Roosevelt, but I am sorry he has come to South America." "Why?" I inquired in surprise. "Because he is going to take away South American trade from Germany." I subsequently heard expression given to the same fear by Germans in other parts of South America. They evidently had made up their minds that Roosevelt was going to imperil the valuable com-

mercial relations between the Vaterland and the various South American republics, and that something must be done to neutralize this effect of his visit.

They had not long to wait. The Kaiser and his advisers had evidently taken the same view of the situation, for scarcely had the Roosevelt expedition entered the Brazilian jungle when the hearts of German merchants and shippers were rejoiced by the cheering announcement that the Emperor had decided to counteract Roosevelt's influence in the commercial world by sending his brother, Prince Henry, in the magnificent new steamer *Trafalgar* to make a friendly visit to all the republics in which the illustrious North American was supposed to have conducted the most effective trade propaganda. To judge from the editorials in the German press anent the result of Prince Henry's visit, our German friends feel that they can still continue to pursue their usual avocations without any fear of financial loss through the advent of undesired Yankee competitors.

#### INTERPRETING THE MONROE DOCTRINE

Nothing, probably, has given rise, especially in recent years, to greater misunderstanding in South America than our supposed attitude regarding the Monroe Doctrine. While the weaker nations of South America accepted it and felt secure under its protecting ægis, the more powerful republics, like Brazil, Argentina, and Chile, began to look upon it in its usual acceptation as something of an anachronism. According to them, the Monroe Doctrine, if it was to continue to serve the purpose for which it was originally promulgated, needed modification, or at least required interpretation so as to meet present demands and be acceptable to the three great nations of South America just mentioned. They did not longer wish to be considered under a protectorate when they felt quite able to protect themselves.

No better interpreter of the much-discussed doctrine could have been found than Colonel Roosevelt, or one to whose words all classes were more disposed to give heed. Although he spoke in an entirely unofficial capacity, he was looked upon as voicing the opinion of his countrymen and as expressing what would be the future policy of the United States Government, if an occasion should ever arise, either in South or North America, for putting the doctrine to a test under existing or future conditions.

The first time Colonel Roosevelt was afforded a good opportunity during his South

American visit to express his views on the Monroe Doctrine was at a luncheon tendered him in Montevideo. On this occasion the President of Uruguay, in drinking to the health of his honored guest, referred to him, in few but pregnant words, as the "defender of the Monroe Doctrine in the interests of the whole of America; the stanch partisan of international justice and of peace with honor; the fervent propagandist of force and character placed at the service of public welfare."

In replying to this toast Colonel Roosevelt said:

The Monroe Doctrine is in no sense a doctrine of one-sided advantage; it is to invoke only in the interest of all our commonwealths in the Western Hemisphere. It should be invoked by our nations in a spirit of mutual respect, and on a footing of complete equality of both right and obligation. Therefore, as soon as any country of the New World stands on a sufficiently high footing of orderly liberty and achieved success, of self-respecting strength, it becomes a guarantor of the doctrine on a footing of complete equality. I congratulate the countries of South America that I have visited and am about to visit that their progress is such, in justice, political stability, and material prosperity, as to make them also the sponsors of the Monroe Doctrine, so that, as regards them, all that the United States has to do is to stand ready, as one of the great brotherhood of American nations, to join with them in upholding the doctrine should they at any time desire, in the interest of the Western Hemisphere, that we should do so.

THE ROOSEVELTIAN VIEW CORDIALLY APPROVED

These ideas of Colonel Roosevelt, so briefly expressed in Montevideo, were more fully developed in subsequent discourses in Argentina and Chile. Indeed, he did not give complete expression to his views on the Monroe Doctrine until his last great speech in Santiago. So clear and explicit was his exposition of the doctrine on this occasion that his hearers were forced to admit that, far from being an anachronism, the doctrine in question, when properly understood, is now as much of an actuality as it has ever been since it was first promulgated. The speaker's interpretation of it and his declaration that all the great nations of South America must be considered as co-guarantors with the United States of the doctrine appealed to his audience in a special manner and commanded, so far as one could judge from the frequent rounds of applause which greeted the various points made, what was practically general assent. So impressed, in fact, were many by the speaker's able and original presentation of

his views that they did not hesitate to declare that the time had come when the doctrine which had given rise to so much controversy should be known as the Roosevelt-Monroe Doctrine, or, more simply, the Roosevelt Doctrine.

COLONEL ROOSEVELT JUSTIFIES HIS ACTION AT PANAMA

But, great as were the oratorical triumphs of Colonel Roosevelt in Rio de Janeiro, Buenos Aires, and elsewhere, where he addressed acclaiming thousands, the climax of his power as a public speaker was not reached until the delivery of one of his final speeches in Chile, when, among other topics, he briefly discussed the Panama question. A combination of circumstances made it necessary to explain his action in a matter that has so frequently been misunderstood and so grossly misrepresented.

As soon as he began to advert to the subject everyone was attention, and the silence that prevailed was almost painful. The large auditorium in which he spoke seemed to be surcharged with electricity and everyone seemed to be prepared for a shock or an explosion. Everything,—the environment, the speaker, the subject, the great historical event under review,—was dramatic in the extreme, and everyone felt that it was dramatic. The audience felt, too, that it was listening to the man who, more than any other, had made history in Panama and who could, in a few words, tell them a story of compelling interest. And he did not disappoint them. Speaking deliberately, but certain of his ground, he soon had his audience under the spell of his gripping eloquence. And, as he proceeded with his statement of the case, he was greeted with round after round of applause. Those who were at first only mildly interested were soon thoroughly convinced of the uprightness of his position, while those who had been wont to denounce were heard to commend and endorse.

Then came a burst of eloquence such as I have rarely, if ever, heard equaled.

Vibrating with suppressed emotion, the orator declared with impassioned word, gesture, and intonation that thrilled everyone in the vast audience, "I love peace, but it is because I love justice and not because I am afraid of war. I took the action I did in Panama because to have acted otherwise would have been both weak and wicked. I would have taken that action no matter what power had stood in the way. What I did was in the interest of all the world, and was

particularly in the interests of Chile and of certain other South American countries. It was in accordance with the highest and strictest dictates of justice. If it were a matter to do over again, I would act precisely and exactly as I in very fact did act."

The effect was electrical, and the last statement, particularly, brought the audience to its feet. They felt, as never before, the power, the intrepidity, the determination of the man who was addressing them; and they felt, too, that this power and intrepidity and determination were based on equity and justice. If among those who heard this masterly speech there were still any who had misgivings about the legality or the equity of the Panama proceedings, they were not to be found. The Colonel had appealed to their judgment and their sense of fairness, and his words extorted not only admiration but also conviction and approval.

#### RESPECT FOR A "WORLD MAN"

I would not, however, have my readers infer that the people of South America were always at one with Colonel Roosevelt in the views to which he gave expression. Thus, certain of his propositions, regarding progressive democracy, met with adverse criticism. But this was to be expected. "The people of South America," said a leading Argentine statesman to me, "are not yet prepared to accept all Colonel Roosevelt's views. They will condemn them at first, but they will wind up by making them their own."

As was foreseen, Mr. Roosevelt's charming, magnetic personality and his simple, democratic manners won the hearts of all with whom he came in contact. When people came to know him they found him entirely different from what he had been pictured by certain cartoonists and penny-aliners. They found him intensely human, one who made himself all to all, to the simple as well as to the noble, to the poor as well as to the rich. He was cordially welcomed everywhere, in schools, clubs, factories; on ranches and plantations; by men of science, jurisconsults, legislators, and ecclesiastics, from humble monks to venerable archbishops and Papal nuncios. Acquaintance immediately ripened into friendship, and it is safe to say that no visitor to South America ever left so many admirers and friends behind him as did Theodore Roosevelt.

And it was not the famous statesman, the distinguished author and orator, the famous

ex-President of a great nation that captivated them. It was the man who always had the courage of his convictions, the man who typified the energy and enterprise of the United States of the North, the man who was the greatest living exemplar of the strenuous life, the man who sent our fleet around the world, the man who made the Panama Canal possible in the face of almost conceivable opposition. In a word, they wished to see the man who had done things.

How often, from Patagonia to the basin of the Amazon, did I not hear the men and women with whom I conversed characterize the leader of our expedition as *hombre mundial*,—a world man! By this expression they meant not a man of world-wide fame, but a man of world-wide influence, a man who belongs not to one race or country, but who belongs to the whole of humanity.

#### EFFECT OF THE VISIT ON TRADE RELATIONS

I was talking one day in Brazil with a number of business men who were trying to forecast the probable effect of Roosevelt's visit on their country from a commercial standpoint. One of them declared without hesitation:

Roosevelt is worth to our country a million dollars a day for every day he remains within our boundaries. He has focused the eyes of the world on Brazil and has every man and woman in the United States studying the map of our great and growing republic, and his visit to us, therefore, necessarily means closer and more friendly business and social relations between our country and his, and a consequent increase of commerce between the northern and southern continents.

Whatever of truth there may have been in the speaker's statements, he was but putting in words what thousands of people in South America were thinking. The best evidence of this fact is the haste that Germany, through the Kaiser, made to counteract the effect of Roosevelt's triumphal journey through the southern continent.

#### THE PATRIOTIC SERVICE THAT ROOSEVELT RENDERED

To summarize: It is undeniable that Roosevelt rendered invaluable service to his country during the six months he spent in South America. He made it better and more favorably known than ever before. He cleared up doubts and dissipated suspicions respecting our future intentions in the southern continent. He made it clear to everyone who heard him that he wishes to see all the republics of South America enjoy

the same freedom, the same independence, peals for honest politics and clean living, the same opportunities to realize their aspirations and work out their several destinies as we ourselves possess. His discourses everywhere, whether before the Historical Society of Rio de Janeiro, or the Museo Social of Buenos Aires, or the military and naval officers of Talcahuano and Bahia Blanca, were, one and all, fervid and patriotic ap-

for harmony and coöperation among the great brotherhood of nations in the Western Hemisphere, for all that makes for peace and righteousness in their dealings with one another, for the cultivation and development of those virtues and characteristics which are conducive to national liberty, national progress, national honor and greatness.

## A BUSINESS BASIS FOR TRANSPORTATION RATES

BY JULIUS H. BARNES

*[Mr. Barnes writes on rates as the spokesman of the Duluth Board of Trade, and as himself one of the largest grain shippers in the world. He is the ablest advocate of use of the Great Lakes and interior waterways in competition with railroads.—THE EDITOR.]*

**I** SOMETIMES think the ordinary business man feels somewhat mystified in endeavoring to fathom the construction of railroad rates, and I also sometimes feel as if this mystification was heightened by railroad rate authorities with the deliberate purpose of making the subject so complex that it would repel the ordinary analysis.

The occult terms of "classification," "differentials," "competitive and commercial conditions," "cost of the service," "value of the service," have all been paraded with the well-defined purpose of making the construction of rates so full of mystery that there would be a general tendency to take the judgment of railroad men themselves as final.

In this article I want to touch briefly on just two phases of railroad rate-making. I want to suggest two principles of rate-making at which the old-time traffic manager would hold up both hands in horror. But possibly I can state these two principles so simply that their soundness may be seen and appreciated by the ordinary reader.

### WATER RATES

First, as to the making of water transportation rates. I use the Great Lakes as an illustration, because they constitute a great public highway stretching for fifteen hundred miles in the natural trade currents and leading two thousand miles from the Atlantic Ocean directly into the interior of a continent. This highway belongs to the people; the public treasure improved it; public expenditure built its channels, locks, and lighthouses; and the public funds maintain that right-of-way. It is free for any-

one to use in transportation. In theory it is absolutely open to competition. In fact there is no competition in the carrying of general merchandise freight. This freight requires a special type of steamer, and that type of steamer on the Great Lakes is entirely owned by the railroads themselves. Independent capital has not built that type of steamer because the railroads have in the past so framed their rates that independent steamers could not freely get this type of freight at each end of the water route.

Competition is free and open as to bulk freights on the Great Lakes, and the result is shown in the competitive rates on grain, ore, and coal from Duluth to Buffalo of about one-tenth the railroad rate for the same haul. On general merchandise, which the railroads themselves control and which can only be carried in the railroad type of steamer, rates are framed on a "differential" basis under the all-rail.

Now, just here is where I urge the recognition as sound public policy of this principle of rate-making on water routes; that the operators shall have the cost of conducting that service plus a fair return on the equipment actually engaged in that service. Remember, no railroad invested a dollar in that right-of-way, no railroad spends a dollar in maintaining its lighthouses or its channels. The value of the service on such a public highway belongs to the owners, the public, and should be reflected to them in the lowest possible carrying rates. Is that sound? Is it just? And is it in the public interest? Or shall the railroad owners, with the power



in their hands, say that a water rate shall be five cents or ten cents or twenty cents under the railroad rate to the same point?

#### SAVING EFFECTED BY LAKE TRANSPORTATION

Only in the application of the rate-making principle for water rates outlined above can the public secure the full economy possible by such a cheap water highway. Right here I want to emphasize what the Great Lakes water highway has meant in the development of the United States. Use the single item of grain alone. Since the public constructed the first lock around the Falls of St. Mary's, in 1855, there has moved from Lake Superior to the East a total of 3,500,000,000 bushels of grain. The water rate to-day from Duluth to Buffalo is one and one-quarter cents per bushel; the rail rate is twelve cents per bushel. The saving on this grain has amounted to at least ten cents per bushel, or \$350,000,000 on grain alone out of one lake alone saved to the growers.

Do you think that has had no effect in building the prosperity of the United States?

I have a very definite idea that the Great Lakes waterway is a real asset to the American people, and that it can be made to pay them real returns in the way of reduced merchandise rates when those rates are framed on a proper operating basis instead of in the interest of the railroads that compete with their own lake steamers.

#### THE EVIL OF INDIRECT ROUTING

Now, there is one other phase which is more or less wrapped up with this, and it is this: Shall transportation be conducted on sound economic principles, or shall we close our eyes to operating conditions, as at present practised, and allow the present wasteful transportation routing to continue? Shall freight be moved between two points on the route which can transport it most cheaply and with a direct saving reflected in the rates, or shall we continue to operate, as at present, with no competition in rates and no opportunity for superior transportation advantages naturally to result in lower rates?

Under the present system every road, every possible branch or piece of railroad that can make a route between two points, shares in the traffic between those points on the same rate basis. The short, direct, and economical route must hold its rates high enough so that the roundabout and expensive route can divert some of the tonnage moving at a rate which will presumably show it some profit.

#### THE NEW YORK-CHICAGO RATE

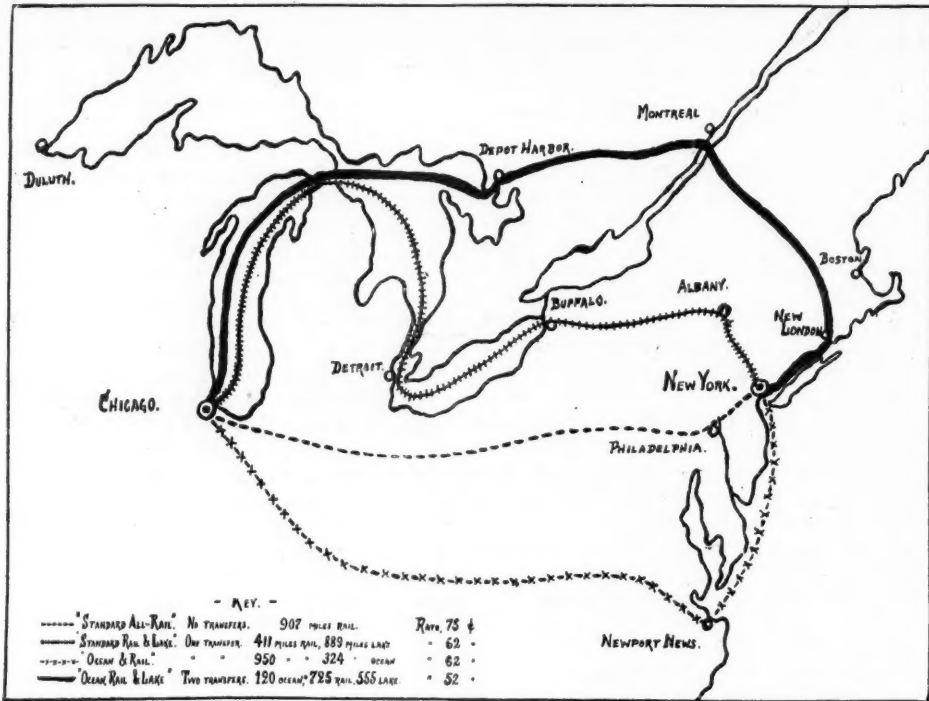
I know of no clearer way to show the economic waste of such a method than to refer to the present competitive systems between New York and Chicago. The basic rate between these two points of seventy-five cents all-rail first class is the basis for the 5 per cent. advance case before the Interstate Commerce Commission. The rate by rail to Buffalo and then by lake to Chicago is sixty-two cents. From Buffalo to Chicago modern package-freight steamers sail every day, and oftener. Those steamers are sailing west-bound with an average load of about one-third of their capacity. It costs just as much to run those boats one-third full as full of freight. The operating unit (the boat) must sail, and it could better afford to carry a full cargo of freight at one dollar per ton than one-third of a cargo at two dollars per ton. It would show better earnings on the lower rate. If the rates were made lower, would not the tonnage move to fill the steamers to capacity and make their operation profitable? The railroads say "No," for if the rates were reduced on the lakes to attract tonnage to the lake, the same rate would be met by "ocean-and-rail lines," which also make a rate of sixty-two cents New York to Chicago and are carrying a large volume of tonnage.

What are those "ocean-and-rail lines"? Are they operating on a route which presents some very superior economies, or which enables them to carry freight profitably from New York to Chicago for sixty-two cents when the direct rail route, New York to Chicago, is petitioning the Interstate Commerce Commission to allow the rate of seventy-five cents to be raised?

Let us see what these "ocean-and-rail lines" are. A steamer leaves New York every day for Norfolk with freight for Chicago and other western points. After completing the ocean transportation to Norfolk and after loading and unloading the ocean steamer, the freight at Norfolk is then farther by rail from Chicago than when it left New York. Does that present any natural economies?

If that is not roundabout enough, take some of the other steamer lines leaving New York. Ship directly away from Chicago to Portland or Boston or Fall River, then transfer again to a rail route starting not only farther from Chicago than when it left New York, but far more roundabout.

There is even a more absurd combination than that. Take the freight at New York, load it on a river steamer to Albany or Troy,



FREIGHT ROUTES AND RATES FROM NEW YORK TO CHICAGO

part way to Buffalo; take it from the steamer and put it on a railroad there, carrying it a roundabout rail route through Canada to Georgian Bay; transfer it again by expensive handling to another boat and land it in Chicago through Lake Huron and Lake Michigan. Then, because this route has so many transfers which are expensive and slow, has such a long, roundabout mileage, takes more time to transport freight, and is therefore less attractive to shippers, all the railroads acquiesce in a rate basis of fifty-two cents, so that this expensive and roundabout route may be made attractive enough in the rate to take away from direct routes the tonnage which should fill those direct lake steamers and which would enable them, if it moved naturally that way, to make lower rates on the direct route.

Following this principle of rate-making out logically, the cheap way to reach Duluth from New York would be, not by the great four-track trunk lines New York to Buffalo, and the three-day fast lake steamers Buffalo to Duluth, but down the Atlantic Coast, across the Gulf of Mexico, through the Panama Canal and up the Pacific Ocean to San Francisco, and then by rail 3000 miles

to Duluth. Then, because this transportation takes some time and is, therefore, of less value to shippers, make the rate lower than the standard rate by the direct route.

#### THE WASTEFULNESS OF ROUNDABOUT SHIPMENTS

Of course, there arrives a point at which such roundabout transportation must cost more than the railroad receives, and to maintain the level of receipts on a paying basis some traffic somewhere in some other direction is paying too much.

Is there any real reason from a sound operating standpoint why tonnage should be attracted by differential rates to these roundabout routes? Should the tonnage not move on the direct route, especially when that tonnage would obtain lower rates immediately, as it would on the Great Lakes?

I believe the public, when it understands these matters fully, will say very definitely that such operating conditions are wasteful, that such rate construction is economically wrong, and will demand the reconstruction of rates and routing in such a way that the full economies of the direct routes will come into play in the way of lower rates.

# LEADING ARTICLES OF THE MONTH

## THE AMERICAN MAGAZINES AND REVIEWS

IN the July numbers of the leading periodicals the only hint of the beginning of the annual vacation season, when the processes of cerebration are supposed to be less active than during the rest of the year, is a slight decrease in the relative number of argumentative and philosophical articles. There still remains, however, a goodly proportion of magazine space devoted to so-called "serious" topics.

The *Atlantic Monthly* opens with "A Message to the Middle Class," by Seymour Deming. This is a plea addressed to those Americans who are neither very rich nor very poor to join forces with the propertyless class rather than with capitalism. A reply by the editor of the *Atlantic*, also representing the middle class, laments the crass materialism which characterizes the labor movement and the whole propaganda of discontent in this country.

Mr. Gamaliel Bradford, who recently completed a series of portraits of great Confederate leaders, has begun a similar series of characterizations of the Union generals of the Civil War era. The first of these sketches, that of General Joseph Hooker, appears in the July *Atlantic*. While taking account of Hooker's manifest deficiencies, Mr. Bradford's study of him is sympathetic and probably in accord with the consensus of opinion that has been developed since the close of the war.

Mr. Bernard Iddings Bell writes on "The Danger of Tolerance in Religion," presenting a view-point that is less familiar, perhaps, to the present generation than to those that preceded it. The vital thought of the writer is presented in his concluding sentences:

Better the bitter intolerance of those who believe too much and too strongly than the easy complaisance of those who believe too little and hold that little too lightly. Better the Inquisition and the Rack than the drugging of those who else might seek for God. Better that we live and die slaves to a half-truth, or a millionth-truth, than that we refuse to look for truth at all. Better even that in religion a man should live and die believing with all his soul in a lie, than that he should merely exist, believing in nothing.

There is a fresh discussion of the rather time-worn subject of co-education by Zona

Gale, whose observations in the Middle West seem to have made her cautious in deduction. She looks upon co-education as "a thing not of the past, hardly even of the present, but preëminently of the future."

"The Rain of Law" is the apt title of an article in which William D. Parkinson surveys the statutory output of our times in the States and the nation. He discusses the irresponsible manner in which laws are made and the possible relief through the establishment of bureaus as adjuncts to legislatures.

An anonymous article on "The Problem of the Associated Press" is a defense of that organization with a suggestion that, if reform is necessary, the public should be content with such alteration as conforms with the modern conception of the public-service corporation.

There is a clever essay by C. William Beebe on "Jelly Fish and Equal Suffrage"; Robert Haven Schauffler writes on "Some Enthusiasms I Have Known"; John J. Chapman analyzes "The Greek Genius," and Charles H. A. Wager makes "A Plea for the Erasmians."

In the July *Century* Miss A. C. Laut describes the predicament of "The Nation Without a Ship." Miss Laut maintains that the United States is to-day in the position of a people making a free-for-all gift of \$400,000,000 to the nations of Europe and paying an annual tribute of \$300,000,000 for the privilege of access to European markets.

"People of the Night" is the title of an account, by Irma Kraft, of the magnificent work of Miss Winifred Holt, known as "The Lady of the Lighthouse." The Lighthouse of New York, which has been imitated in other cities, is described in this article as the first institution in the world which definitely aims to teach the blind man labor,— "in reality to teach him life." It was this work which inspired the late Richard Watson Gilder's "Lighthouse" poem.

In his article on "Italians in America," Professor Edward A. Ross shows that of one-and-one-third millions of Italians in the United States about three-fourths are in the northeastern part of the country, while south and southwest of Washington there are only

3½ per cent. The Middle West has 16 per cent., and the Far West 7½ per cent. For the most part the Italians are concentrated in cities.

Arnold Bennett contributes his second descriptive paper on Holland,—“From the Log of the *Velsa*.” This number of the *Century* also contains an instalment of “Reminiscences of Tolstoy,” by his son.

There are two noteworthy travel articles in the July *Harper's*,—“Among the Salt Harvesters of the Caribbean,” by Charles Wellington Furlong, and “Avignon, Legendary and Real,” by Richard Le Gallienne.

Stephen Graham gives an entertaining account of his experiences “With the Poor Emigrants to America”; and under the title “American Holidays” Harrison Rhodes describes some of the routes of the vacation season.

A brief “Chat About Charles Dickens” is contributed by the son of the novelist, Henry Fielding Dickens.

Allusion is made elsewhere to the South American articles by Colonel Roosevelt now appearing in *Scribner's*. In the July number of that magazine there is an article by one of Colonel Roosevelt's life-long friends, Senator Henry Cabot Lodge, on “The Diversions of a Convalescent,” summarizing some of the author's reflections while recovering from a serious surgical operation.

In the same number William H. Rideing gives his impressions of “A Month at the Lizard,” that familiar landmark at the southernmost point of England.

In *McClure's* for July, Cleveland Moffett explains the instruction and training of our army officers in the secrets of coast defense. He quotes an officer as declaring that if tomorrow a hostile power should land 50,000 experienced soldiers on the New Jersey coast, with a fleet to support them, nothing could be done by any of our arms of defense to prevent the bombardment and destruction of New York City.

Edward M. Woolley contributes to the same magazine a character sketch of Edward P. Shonts, head of the New York traction interests, whom he describes as “A \$100,000 Autocrat.”

In the current number of the *Yale Review* (quarterly, July), Professor Bliss Perry, of Harvard, discusses some of the limitations of literary criticism in American periodicals. In the latter portion of his article Professor Perry severely censures the methods of advertising books in our newspapers and magazines. We have no pure-food law applying

to magazines or books and in Professor Perry's opinion misleading advertising of literary wares must be left to defeat itself, as he believes that it ultimately will. As long as it persists, however, it cannot fail to demoralize the critical sense and create an atmosphere distinctly unfavorable to accuracy of judgment. The writer promises to point out more specifically the demoralizing influence of this kind of advertising upon literary criticism in the next number of the *Yale Review*.

Professor Hiram Bingham, after spending over two years in South America and nearly fifteen years in the study of South American history, politics, and geography, has become convinced that the Monroe Doctrine should be abandoned by the United States. He finds that “the attitude taken towards the Monroe Doctrine by a majority of the intelligent citizens of our sister republics is one of hostile criticism (frequently veiled, but actually existing; sometimes active, always latent).” At its best he thinks that the Monroe Doctrine represents an attitude of constant suspicion on our part, and that such an attitude is not consistent with international good-will. Readers who are interested in pursuing this subject should compare with Professor Bingham's conception the statements given in the *North American Review* for June by Professor Theodore S. Woolsey and Senator Elihu Root.

On the eve of the opening of the Panama Canal our new trade opportunities in the Pacific are outlined by Lincoln Hutchinson. He shows that the markets of the Pacific Ocean basin are rapidly increasing their demand for industrial and structural materials, specially the products of iron and steel, and are decreasing relatively their demands for clothing materials and foodstuffs. It is believed that the new canal will so alter routes that in those markets where America has already had a certain advantage in facilities our position will be greatly strengthened, while in several markets where we have not had favorable facilities, we shall now have a distinct advantage over competitors. This writer looks for a great expansion of commerce in the next ten or twenty years with the entire west coast of North and South America, with the Pacific Islands, with Japan and all of Northern China, and possibly also with New Zealand and parts of Australia. More important than any of these lines of trade development, however, will be that between the eastern and western seaports of our own country.



## REPRESENTATION IN THE CUBAN SENATE

THE demoralizing effects of professional politics in Cuba seriously imperiled the cause of national independence there in 1905, when the United States Government was forced to intervene for the maintenance of law and order in the island, and, although after the reorganization of the Cuban administration, there has been some slight improvement in these conditions, the old evil is ever reasserting itself, and continues to be the chief, we might indeed say the only, drawback to Cuba's progress.

The general material development of the island during the past twelve years has been very marked, and in other ways, especially in what concerns hygienic conditions, the advance has been surprising; but the professional politician still exercises his spell over the electorate and is still successful in persuading voters that he is only working for Cuba's prosperity, although his sole and only aim is his individual enrichment, or at best the gratification of a narrow personal ambition.

A possible remedy for this state of things has been seen by some in a reform of the Cuban Senate. That it shall become a "Corporative Senate" is the solution proposed by Señor José Antonio Ramos, who has recently expressed his views on the subject in *Cuba Contemporanea*.

At present the Cuban Senate is organized more or less upon the lines of our own Senate, its twenty-four members (four from each of the provinces) not being chosen directly by the voters, but indirectly by means of electors. However, the Cuban provinces, mere administrative divisions, cannot for a moment be compared with our sovereign States, and in point of fact the people, in voting a ticket of senatorial electors, cast their votes just as directly for a given senatorial candidate whom the electors are bound to select, as they do for any member of the lower house. Hence the two bodies are composed of practically the same class of representatives, for the most part professional politicians, pure and simple,—a type with which we are not wholly unacquainted in the United States.

If, however, the various professions, the leading educational and scientific institutions, the chambers of commerce, and groups of producers, manufacturers, merchants and even of laborers and artisans, were each allowed to elect a representative of their own class to the Senate, a new element would be

introduced therein, which might prove a powerful corrective of the unfavorable conditions now prevailing.

Following out this train of thought, Señor Ramos says:

However little an individual can accomplish acting as a mere political partisan, we can easily see that as a manufacturer, a merchant, a scientist or a professional man, he will have a special interest in what advantages the particular group to which he belongs. However blindly a citizen might vote as a partisan, however careless he might be as to the qualifications, other than political, of his representative, he would be much more critical and circumspect if he were choosing a representative entrusted with the defense of his special interests. An artisan will now vote for a Mr. Smith as his representative, without knowing who he is; but if he were asked to choose a fellow-artisan to represent his aspirations and his interests, this man would not throw away his vote, but would take pains to find out what any Mr. Smith had already done to qualify himself for the particular task.

The writer proposes a tentative plan for the gradual transformation of the Senate in this direction. Senators are now elected for terms of eight years, half of the total number being chosen every four years. Twelve of the present Senators were elected in 1908, and, therefore, their terms expire in 1916; the remaining twelve, chosen in 1912, hold over until 1920. The proposed new law would provide for the election of two, instead of four, representatives in each province by *direct* popular vote, and this provision would come into operation in 1916, when but six senators would be elected in place of the twelve whose terms would then expire; the same course would be pursued in 1920. In the meanwhile, it is proposed to elect, in 1915, for terms of four years, Senators representing special bodies or associations.

Thus for this year the Senate would be composed of thirty-three members, but as six of them would not be replaced in 1916, the number would then fall to twenty-seven. In 1919 the nine non-political Senators whose terms then expire would be duly replaced, but in 1920 six other "political" Senators would be dropped, nine additional non-political representatives being elected, so that eventually the Cuban Senate would consist of twelve representatives of the people as a whole and of eighteen charged with the care of special interests.

The nine institutions and groups which would elect the first quota of nine non-political Senators, one for each institution or

group, are given by Señor Ramos as follows:

The National University.  
The Academy of Sciences.  
The Academies of History and of Art and Letters, and the Ateneo, in combination.

The Chambers of Commerce.  
The Sociedad Económica de Amigos del País.  
The Army and Navy.  
The Bar Associations.  
The Catholic Church.  
The Protestant churches.

## NATIONAL BUILDING-LOAN BANK FOR ITALY

AS the Italian Government has already embarked in the business of life insurance, it is in no way surprising that a project for the establishment of a National Building-Loan Bank in that country should be seriously discussed. The many advantages of a state institution of this kind are presented by Signor Augusto Mortara in *Nuova Antologia*.

The proposed bank would have its central office in Rome, but would carry on operations throughout Italy by means of agencies in the various centers. The capital would be at the outset 50,000,000 lire [\$10,000,000], to be gradually increased in successive years to 100,000,000 lire. From its resources the bank would advance to building associations, building firms, or individual constructions, for the erection of dwelling-houses, amounts covering three-quarters of the cost of the building, provided the applicant could give satisfactory proof of the ability to supply the remaining quarter.

The choice of the building site, as well as the plans and specifications of the building itself, would have to be submitted to the bank for approval, and no funds would be advanced before this approval had been accorded; moreover, during the progress of construction the bank would have the right to send inspectors to watch over the work and see that the specifications were duly conformed to in every way. The rate of interest on the advances would be  $4\frac{1}{2}$  per cent., and a mortgage covering land and building would be held as security by the bank.

The value of the building site would be regarded as forming part of the quarter share of the cost of the undertaking to be provided by the beneficiary of the loan, and any amount in excess of this ground value requisite to make up the quarter share must first have been expended in construction before any part of the bank's promised loan shall become available. All further necessary sums will then be furnished by the bank as construction progresses, and shall be charged in a running account against the beneficiary, as well as the interest, simple or compound,

on the sums successively advanced to meet the builder's requirements.

When the building is completed, the running amount is closed, the sum total of the indebtedness incurred for advances and interest constituting a single loan, bearing interest at  $4\frac{1}{2}$  per cent., payable at the usual intervals, and to be liquidated within a period not exceeding fifty years; as guarantee for this payment the bank holds its mortgage covering the entire property.

As the capital resources of the bank would not suffice to provide the large advances that would probably be called for, it would be authorized to issue certificates up to ten times the amount of its capital. These certificates would be in small denominations (200 or 500 lire) so as to make them attractive for small investors; they would bear interest at 4 per cent. and would be redeemable in from thirty to fifty years. The mortgage securities of the bank on land, and on buildings in course of erection or already erected would constitute the effective guarantee of the certificates.

The rapid increase of rents making it more and more difficult to secure proper accommodations is a potent argument in favor of any reasonable plan to facilitate the construction of well-built dwellings for those who have not the necessary capital at their disposal. Of this Signor Mortara writes:

There can be no question that rents, especially in the great centers of population, have increased to an intolerable degree, and although there has existed a common accord among landlords, at least among the more enlightened, that this increase could not well be carried farther, hard facts have disproved this. That not even in the face of this state of things building operations should be encouraged, is contradicted by actual results in Rome and elsewhere in Italy. Private initiative, though too sporadic and of too narrow scope, even now attests the desirability of such construction and the profit to be derived from it, although sooner or later rents must fall.

Indeed, more ample proof of the existence of a reasonable margin of profit is afforded by the records of the cooperative building associations for the construction of dwelling-houses for workingmen and employees. These show that in spite of the higher cost of materials and labor, dwellings of a suitable kind can be built without eventually

resorting to an undue increase in rentals. Moreover, in the case of the proposed bank, we would have to do not only with the great centers, but with the whole country.

That the attractive character of the building-loan certificates issued by such a bank would make them dangerous competitors with state obligations having a lower rate of interest, and might, therefore, render it more difficult to secure necessary funds

for the state treasury is not admitted by this writer, more especially as the exceptional conditions in Italy due to the recent war with Turkey are of a transitory nature, while the annual savings of the Italian people are estimated to be not less than a thousand million lire, amply sufficient to provide the eighty or a hundred million lire that might be annually needed for the building operations due to this new undertaking.

## TRAINING THE INTELLECTUAL PROLETARIAT IN FRANCE

**T**HE man with the mental lumber-room, as he has been called, is known in France as a member of the intellectual proletariat. The practical, utilitarian French capital is now systematically caring for this man and helping him to apply his mental equipment to his every-day needs.

A comprehensive account of how one school in Paris is doing this supremely useful thing is given by M. Jean Finot, editor of *La Revue*, in the pages of his own magazine.

To the question: What is the intellectual proletariat? M. Finot replies:

It is the man who has spent years in acquiring knowledge, vague or useful as the case may be, and who, having come to the age of maturity, finds himself without the means of making a living.

He may have graduated from some high educational institution or he may not. It makes little difference, continues M. Finot:

His aspirations, often worthy and legitimate, unsatisfied, through poverty and deprivation, embitter him and make him turn against the national organization that oppresses or shelters him. He sees in it the cause of all his misfortunes as well as those of others like himself. Education having relieved him of certain prejudices, moral, political and religious, without having inculcated in him the most elementary sense of duty towards his country or his fellowmen, he often goes to the length of trying to destroy the social structure without a thought for the victims, be they innocent or guilty.

This is an evil of recent date, says M. Finot, for it hardly dates back to more than fifty years.

But the question recurs every time that some radical upheaval threatens to upset the modern social order. It exists also in a latent state, as all those who are observant know but too well. The bourgeois, the aristocracy and capitalism realize the fact that the intellectual proletariat will be the source of inevitable social revolution not far distant. The existence of this disturbing ele-

ment paralyzes the normal development of progress and endangers its greatest triumphs.

The most rabid anarchists, M. Finot reminds us, have emerged from the mass of the intellectual proletariat. We have but to look up the antecedents of such "heroes" as "Henry" or of the most notable members of the "Red Band" to see the truth of this assertion.

Militarism, which drains the resources of the state for the purpose of unproductive armaments, "only aggravates this phase of the social disease."

On one hand, the state deprives itself of the necessary resources for filling in the social gaps; on the other, in taking away young men at a time when they ought to be establishing themselves, the state brings about disorder and trouble into the organization of their moral and material life. But as international anarchy makes the dream of general or even partial disarmament impossible, the intellectual proletariat can but grow in numbers.

While statesmen, sociologists and philanthropists are racking their brains over the problem of saving this victim of the present order of things, something really worth while is being done. In an obscure quarter of Paris a modest school was started about three years ago. It is a sort of practical college founded by a number of professional men of non-French origin, who were deeply distressed by the misfortune of their intellectual brethren without employment. It was started for the purpose of giving them the means of starting life anew.

Necessarily, the courses have to be short and the results swift, practical, and infallible. Therefore a program was mapped out which does not cover over seven months and which assures the graduate the means of making a quiet, honest living.

The college was established under the powerful protection of M. Leonard Rosen-

thal, an eminent jurist, who not only furnished the funds, but devotes much of his time to this epoch-making sociological experiment. All the professors as yet teach without remuneration. M. Finot continues:

When I visited the college, the civil engineer, who is the director in chief, obligingly took me through all the classrooms. The students,—about forty of them,—ranged from the age of twenty to sixty, and all seemed most earnest and intent upon preparing to reconstruct their lives and to wrest from adverse fate their share of peace and happiness. The director spoke affectionately of his pupils, who, it seems, hail from all four quarters of the globe, some of them men with high diplomas, who, for some reason or another, had failed in their chosen professions. The oldest among them had had a varied career. He had been mixed up in political struggles, had spoiled his life and lost many illusions. Destitute, he knocked at the door of the school. He was then in the third month of the term and the hope of coming out soon armed, as it were, for a new life, fairly irradiated his deeply wrinkled face. So far none had failed to make good in one way or another. They became electricians or expert locksmiths if nothing more.

After three years of steady growth the school has assumed the proportions of a large

experimental station, presided over by friendly teachers, where the pupils study every branch of practical, industrial technology and applied arts, and from whence, after seven months of serious work, they emerge, made fit to take care of themselves.

It must be noted that the tuition is free, and that one meal is served the needy students. Considering that most of the students are without resources, it is not surprising that more than half of them avail themselves of this privilege. It is probably the only meal of the day for most of them.

The Rachel Electrical School, as it is called, is growing apace. It numbered 12 students in 1911, and in 1913 it turned out 140 graduates.

It costs the enlightened philanthropist who runs it from eighty to a hundred thousand francs a year, including the cost of machinery, motors and electrical appliances. At the cost of this comparatively small sum of money, about 150 families annually are assured a peaceful existence. When one considers the productive force of one man to whom is given the means of making a living, the cost is nothing compared with the incalculable advantages derived by the social organism in the way of security and happiness for its members.

## THE FRENCH CAMPAIGN AGAINST ALCOHOLISM

THE campaign against alcoholism in France is one of the highest importance. The most ardent efforts are put out to help the organizers of the movement, by "all those who love France and have her welfare at heart." A writer in *La Revue* who signs himself N. D. L. R. suggests that France, having imposed upon herself a very heavy burden in establishing the three years' military service, might not be able to stand the "double sacrifice demanded by militarism and alcoholism, the supreme destroyers of the race." Subjected to the conditions of these two calamities, will not the country find itself paralyzed and ruined?

The curse of alcoholism must be abolished at all cost in order to safeguard our national life and defense, continues this writer.

The legislators with the lightness which often characterizes their generous impulses have entirely forgotten this side of the question. An elementary concern for the interests of the fatherland ought to have compelled them to add to the law of three years' military service an indispensable corollary: the vote for suppressing the privileges of the liquor manufacturers and for limiting the number of places where alcoholic drinks are sold. All selfish interests would have been silenced in the face of the patriotic consideration of the welfare of the

country. However, it is never too late to do the right thing. The "Alarm" league, in identifying alcoholism with anti-patriotism, will not fail to arouse the national conscience,—which in time will not fail to respond in the face of the ever-growing burdens that the thought of the salvation of France imposes upon it.

"It would seem superfluous to speak again of the curse of alcoholism," remarks M. Leonard Rosenthal in another issue of *La Revue*, "considering that we are taught even in school that, in a generation or two, France will cease to exist if it continues to alcoholize itself. Compulsory courses enlighten the youth upon all the fatal consequences of the evil. Later on these young men will read and wonder why the Parliament permits this dreadful plague to sap the vitality of the nation."

It might be profitable to compare the progress made by alcoholism with the efforts that are being made to check its ravages, says M. Rosenthal. Here are a few figures:

The number of saloons in France has grown to 480,000, which means one saloon for every eighty-nine inhabitants, or, to be more exact, one for each twenty-two male adults. The consumption of alcohol has reached the average of four litres of alcohol per person. This places France in the very first rank of the list of alcohol-consuming nations.



What has been done to resist this rising wave of evil? Much by private enterprise. There have been anti-alcohol league upon league formed in France, at the head of which stands the National League. These associations are strengthened by the newspapers which they own, and which carry the good word to the most obscure corners of the country.

Each league has its seat of government in Paris, or other large city, and branches in the smallest villages which carry on the disinterested, humble work of winning over as many people from the saloons as they possibly can. There are innumerable other societies beside the leagues referred to which work toward the same end. Every anti-alcoholic meeting called in the cities is sure to bring a large number of representatives from feminist societies. Are not women the first to suffer from the intemperance of their men-folk? Also from athletic, sporting, and boycotting societies.

M. Rosenthal lays great stress upon the importance of sports and athletics as a means of regenerating the race, and says:

Sports have been developed in France to an astounding degree within the last five or six years. There is not a city, town, or village where there does not exist at least one society devoted to outdoor sports. The young members of these admirable associations have realized that to be fit and to develop the maximum of strength and endurance one must renounce the use of alcohol. They furnish an example to the working classes, to whom they prove that it is not necessary to drink alcoholic drinks in order to be strong.

While admitting the progress made by these associations M. Rosenthal sadly remarks

that, with the immense growth of the business in alcohol in France, the temperance societies gain one member while the saloon claims ten. To the workingman and the average tradesman, the sight of a well-lighted and well-heated saloon, where he may chat with a companion or friend over a glass, is far more attractive than the austere hall where anti-alcohol meetings are held and homilies delivered.

M. Rosenthal points out that it is to the promulgation of laws limiting the production and the using of alcohol that they must look for salvation, and he cites the examples offered by Sweden and Norway,—not hoping, however, to obtain such prompt results for the French, who are temperamentally different from the Scandinavians. But, he continues, Italy resembles France in many respects,—and she is passing laws forbidding young men under seventeen to enter either a saloon or a tobacco shop. And yet "Depopulation" is the cry in everybody's mouth. Everybody talks about it and laments, but nobody does anything to prevent it.

Statistics are valuable. They have shown us that the recent Balkan war has not cost the five countries that took part in it more than alcoholism costs France annually. Germany understands this situation very well. The growth of Germany's population compared to the ravages that alcoholism makes in ours, says M. Rosenthal, makes Germany look on calmly and consider an early war with France as quite unnecessary.

## KELLERMANN, GERMANY'S BRILLIANT YOUNG WRITER

PERHAPS the most notable name among those of the younger group of rising German writers is that of Bernhard Kellermann. Though still in his early thirties, Mr. Kellermann has achieved already a most enviable reputation, both for the fidelity of his observation of life and for the exceptional charm of his style. He has been writing for some ten years. His first works, consisting of four novels and two books of travel, found an appreciative audience among a somewhat limited but steadily widening circle of those cultivated persons who respond most readily to perfection of literary form. But last year the publication of his remarkable novel, "Der Tunnel" (The Tunnel), suddenly brought him an overwhelming popular success.

Within a few months more than a hundred

editions of this remarkable work were published, and the esteem in which it was held is shown by the circumstance that last winter at a brilliant fête given by the Berlin Society of Artists, at which were assembled various celebrities of the literary, artistic, musical, and theatrical world, each guest was asked to appear costumed as a character in the famous romance. A translation of "The Tunnel," whose theme is a German-American enterprise, ran as a serial recently in the columns of a New York evening paper, but it has not yet, we believe, been issued in book form in English.

But an even better proof of the international repute this young writer is beginning to attain is offered by the fact that one of the most prominent French literary reviews, *La*

*Revue* of Paris, has just devoted fifteen pages to a critical analysis of Mr. Kellermann's works. We quote some of the more striking passages of this article, by Gaston Monod:

Mr. Kellermann began . . . by gaining the suffrages of young people and women, and to begin with he was the master of marvelous words, infinitely sweet and infinitely tender, and he knew how to utter them with that phraseology at once reckless and full of art, that somewhat superficial *griserie* of the verb, that irresistible rhetorical music more natural, perhaps, to the Latin soul,—that of a Flaubert or a d'Annunzio,—than to the less voluptuous one of a Northerner. How many reveries and how many idylls must have been exalted into the thrilling canticles of these works of his apprenticeship which were saluted by Young Germany as the dawn of a Neo-Romanticism! . . . But before we see him, with the vaster and more virile romance of "The Tunnel," pass beyond this circle of *dilettanti* and win the great crowd let us examine his first works and follow the course of his development.

Mr. Kellermann's first novels are "Yester and Li," "Ingeborg," "The Fool" and "The Sea." The critic finds these almost lacking in "the chief constituent element of a novel: a subject, an intrigue." The two most characteristic of these romances are "Ingeborg" and "The Sea," "books which enchant one from their opening lines with the veritable enchantment of the forest and the sea which they sing."

Kellermann's heroes are great artists, says M. Monod, and because he has made them in his own image Kellermann loves them tenderly: he polishes their slightest phrase.

Mr. Monod finds in the prodigality of lyricism and profusion of images merely a renaissance of romanticism. Kellermann's masters, he says, are no other than Novalis, Hölderlin, and Jean Paul, and "Ingeborg" has been called "the Werther of the Twentieth Century." These "volcanic" creatures, with seething "craters in their hearts," are complaisant illustrations of the autobiographies of their authors, and, like them, we pardon all for the sake of their lyric magnificence."

After finishing the novels just described Kellermann set forth upon his travels. He visited the Far East, and thereupon gave the world two fresh and charming volumes of impressionistic description: "Japanese Dances" and "A Promenade in Japan." Mr. Monod finds that the technique of these works of acute observation and graphic portrayal is essentially that of the impressionist, and finds it Kellermann's great distinction that he should thus continue the qualities of two opposite schools. He says:

Submerged in the extravagant poetry of his first romances, we find those characteristic qualities of precision, acuity of impression, sureness of touch, conciseness, and vividness, which reveal already the practised observer, the writer who knows how to see. And this young author, so happily gifted, seems thus to unite and combine at the beginning of his career two almost contradictory qualities: lyric passion, and cold observation. When he is come to the maturity of his talent will he be dominated by one or by the other? . . . Will his masterpiece be a poem in prose or a novel?

The answer to these questions the critic finds in the novel referred to above, "The Tunnel." This is the suppositious history of a tremendous achievement, nothing less than the construction of a submarine tunnel connecting Germany and America. The theme suggests the works of Jules Verne and H. G. Wells, but the present critic finds it superior to both, a thrilling book of the most beautiful literary quality, "at once a very profound study of American business affairs, and a vibrant epic of modern labor, a generous and powerful work." We cannot here detail the plot, but it may be said that its hero is an American engineer named Mac Allan,—who conceives the idea of the gigantic tunnel and "puts it through" after herculean efforts, involving not only twenty-five years of formidable labor, but the loss of all that makes life sweet, except, indeed, the supreme reward of the consciousness of good work well done. . . . After comparing certain passages to the most beautiful pages in Zola's "Germinal," Mr. Monod closes his review with this glowing tribute:

But the true merits of "The Tunnel" and the cause of its widespread success reside not merely in its literary qualities. On the contrary, its originality lies in its having found a subject outside the ancient themes of the romances of passion and of adventure, and in rejuvenating the *genre* of the novel itself by precipitating therein the most typical elements of modern life, and above all the problem, the environments, and the characters of Labor in our era. Because he was born a poet and is sensitive to all manifestations of beauty the romantic author of "Ingeborg" must discover also the poetry latent in contemporaneous activity. It is of this discovery that "The Tunnel" is born. The alliance of invention with capital, the combined efforts of money and machinery, the parallel action of the directing classes and the laboring classes, the ever-bitter and more ingenious struggle of man with nature,—these are the *motifs* in this "sensational" book. It is a noble chant in honor of the spirit of enterprise, of persevering labor, of will-power, of courage. . . . Let us work! Let us work! Mac Allan cries to us. . . . Such is the moral. And this cry of encouragement, this exhortation to labor at whatever cost,—is it not symptomatic to hear it resounding in the midst of this enterprising and laborious people of contemporary Germany, of Germany Americanized?

## JACOB A. RIIS, ROOSEVELT'S IDEAL CITIZEN

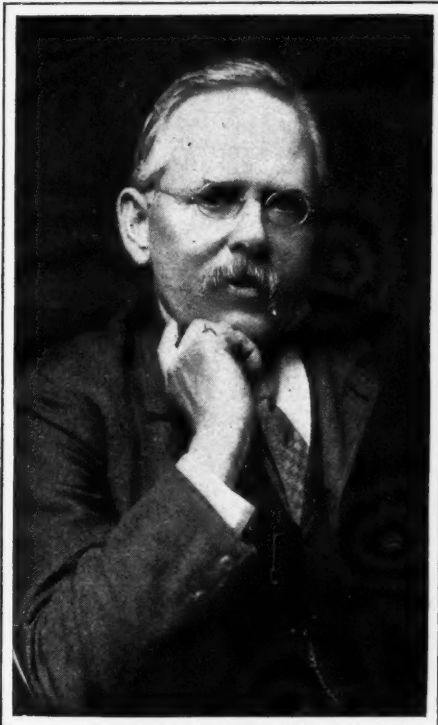
JACOB A. RIIS, who died on May 26, had come to America from his native Denmark when a young man. After working in several trades and occupations, Mr. Riis at length found employment in New York City as a police reporter and gave himself up to that calling for twenty years. His work brought him in touch with the people of the tenements and his sympathies with those crowded groups of foreign-born Americans made him their spokesman and representative.

His books, "How the Other Half Lives," "The Children of the Poor," "The Battle with the Slums," "Children of the Tenements," and "The Making of an American," made known to the world the needs and aspirations of the great East Side population of New York and opened to Mr. Riis a still wider opportunity to serve those whose lot in life seemed to him less fortunate than his own. His active efforts for bettering housing conditions brought him into contact with men and women in all walks of life, many of whom became his staunch supporters. One of these, who became a close personal friend for life, was Theodore Roosevelt, who, while Police Commissioner of New York, availed himself of the equipment and knowledge that Riis possessed to inform himself of slum conditions, as well as of greatly needed reforms in the Police Department. In the *Outlook* for June 6, Colonel Roosevelt pays this tribute to his friend:

Jacob Riis was one of those men who by his writings contributed most to raising the standard of unselfishness, of disinterestedness, of sane and kindly good citizenship, in this country. But in addition to this he was one of the few great writers for clean and decent living and for upright conduct who was also a great doer. He never wrote sentences which he did not in good faith try to act whenever he could find the opportunity for action. He was emphatically a "doer of the word," and not either a mere hearer or a mere preacher. Moreover, he was one of those good men whose goodness was free from the least taint of priggishness or self-righteousness. He had a white soul; but he had the keenest sympathy for his brethren who stumbled and fell. He had the most flaming intensity of passion for righteousness, but he also had kindness and a most humorously human way of looking at life and a sense of companionship with his fellows. He did not come to this country until he was almost a young man; but if I were asked to name a fellow-man who came nearest to being the ideal American citizen, I should name Jacob Riis.

In the *Survey* of the same date, Miss Jane E. Robbins, long the head of the Col-

July—7



JACOB A. RIIS, THE TIRELESS WORKER FOR HOUSING REFORM

lege Settlement in New York, and now the headworker of the Jacob A. Riis Neighborhood House, relates many characteristic incidents in Mr. Riis' career.

Speaking of his book, "How the Other Half Lives," Miss Robbins relates that during an attack of illness late in life, Mr. Riis found comfort in knowing that one of the best of the young county officers and a city commissioner in whom he had much confidence both said that this book had first turned their thoughts to public service.

With tongue or pen, his argument shaped itself into the fundamental one of the rescue of the home and the making of tenements which sheltered two million human souls as nearly fit as might be. He summoned the American people to look the matter squarely in the face. James Russell Lowell wrote to him after reading "How the Other Half Lives": "I felt as Dante must when he looked over the edge of the abyss, at the bottom of which Geryon lay in ambush. I found it hard to get to sleep the night after I had been reading your book."

In 1896 Mr. Riis put before the New York Health Board a list of sixteen of the worst rear tenements and they were torn down in defiance of vested interests. The officeholders who thrive

by propping up the greed of landlords always stirred in him the love of fight, derived perhaps from his Viking ancestors. "Every defeat is a step toward victory," he said. "The cause of justice and right is bound to win. The power of the biggest boss is like chaff in our hands."

His ideas of good government began and ended with the people's life. After thirty years of work he knew that the conditions of New York's crowded tenement quarter still made for unrighteousness and that the great mass of respectable workingmen of the city must dwell there with their families. "Yet the work," he said, "was not wasted for at last we see the truth, and seeing, it is impossible that the monstrous wrong should go unrighted. We have only begun to find out what government can do for mankind

in the day when we shall all think enough about the common good, the *res publica*, to forget about ourselves."

"To most of us," says Miss Robbins, "Jacob Riis was the finest immigrant that we have ever known. To all of us, from editor to office boy, he was a friend."

"When we fight the bad tenement houses, —'dens of death' he called them,—we lay a flower upon his grave. We know how he felt about 'the perfectly good' child spoiled by the lack of a chance to play, and we must fight for childhood and its playgrounds."

## DR. GEORG BRANDES VISITS AMERICA

MORE and more as the years speed by and the world advances in international friendliness and America grows less barbaric in the eyes of the thinkers of the Old World, those intellectual leaders find it worth their while, or at least can be induced, to come over and talk to us—and with us. Among recent visitors of this kind, none, perhaps, is more eminent in the intellectual life of Europe than Dr. Georg Morris Cohen Brandes, first citizen of Denmark, long-time professor of literature at the University of Copenhagen, and literary critic of worldwide renown, who in the course of a flying trip to these shores in June lectured at several American universities, and who was welcomed with a remarkable and for him rather too fatiguing show of cordiality.

Undoubtedly the intellectual sway of Dr. Brandes was more directly potent over the younger thinkers and writers of Scandinavia, Germany, and Russia a quarter of a century ago than with those of to-day, for he is now in his seventy-third year, and his strenuous work is done. Yet to-day, and probably for a long time to come, his position as a creative critic of international scope is secure; not since the days of Lessing and Goethe has any other critic attained to quite such a degree of world-wide influence. Dr. Brandes himself, in a keen analysis of his contribution to the thought of his time, says:

Every one has a task to do. My special gift is a certain creative spirit which makes of me something more than a critic. I am called a critic; that term is too small for me; I am called a philosopher; that term is too big. I am a poet, an artist, not a philosopher. I have the reward of helping to make an epoch; in my time I have inspired poets. I have not merely criticized Scandinavian writers, but the new literary impulse has been brought to life through me.

In an editorial article published on his arrival in America, the *Outlook* points out that Dr. Brandes "is much more than a critic in the narrow sense of the word." Its appraisal of him continues:

His work has so much impulse of conviction behind it and is an expression of such very definite views of life and art that his books as a whole form an original contribution, not only to the literature of Scandinavia, but to European literature. A man of slight figure, with iron gray hair, with a face very strongly marked, a man of a temperament impetuous and ardent, with a command of several languages, in which he talks with great energy and intensity, Mr. Brandes is conspicuous as a personality as well as a man of letters. His very interesting account of his childhood and youth shows very clearly that in his case, as in the case of many men of ability, the child was father to the man. Delicate in constitution, he submitted himself to a discipline which he tells us made him "an expert fighter." His face, bearing, and talk express the attitude of a lifetime. He has been in an unusual degree a soldier in the war for the liberation of humanity, to recall Heine.

The career of this fighting scholar provides a striking example of personal ability triumphing over the obstacles of circumstance. Born in 1842, in a highly conventionalized society, when the mentality of his fatherland and practically of all Scandinavia lay inert in the toils of traditionalism, Brandes, like Ibsen, whose early success was largely due to the friendship and support of Brandes, had to fight his way to freedom of thought. And he had to fight prejudice on account of his Jewish blood. At the University of Copenhagen he early showed an exceptional range of interests, taking up the study of jurisprudence, philosophy, and esthetics, and evincing no small skill in verse-writing. But his real education came by



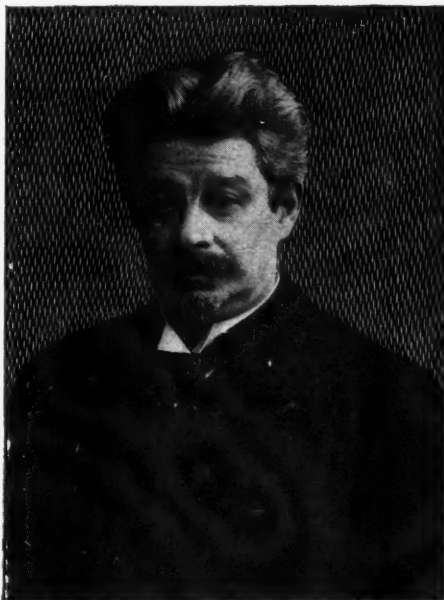
travel, for he spent seven years in a sort of post-graduate course in France, Italy, Germany, Poland, and Russia, learning at first hand the life and thought and literary conditions of those countries.

His radicalism balked him of appointment to the Chair of Esthetics at Copenhagen when that became vacant and he was a candidate for the professorship, but the defeat only stimulated his fighting spirit, and he began the publication of his monumental work on "Main Currents in the Literature of the Nineteenth Century" in an attempt to de-provincialize the Scandinavians and bring them into touch with modern European thought. Because he challenged the orthodoxy of his conventional and comfortable country he was hated and fought and bitterly reviled. And this continued for many years, but eventually the younger men flocked to his standard and his influence spread far beyond the bounds of Scandinavia.

Besides being the chief interpreter of Ibsen, Dr. Brandes was an early friend of Björnson, of John Stuart Mill, of Taine, and he was the discoverer of Nietzsche and of Strindberg. From his youth he cultivated a fondness for English literature, and at the time of his first visit to England, in 1869, he began translating into the Danish Mill's "The Subjection of Women." At the time his countrymen regarded this as incendiary; whether it was or no is attested by the advanced position of all the Scandinavian countries to-day in the matter of suffrage for women. One of his most important works is his elaborate study of Shakespeare, a treatise filling, in the American edition, two large octavo volumes and which is filled with original interest and with unusual insight as well as great erudition. It is not too much to say that this great critical study is the most valuable contribution to Shakespearean literature ever made by anyone born a foreigner to the English tongue.

It is interesting to note that Dr. Brandes regards Emerson as the greatest American thinker and Poe as the foremost of American poets. He considers Whitman more living than Swinburne, but much less an artist, and censures him for slovenliness of form. Longfellow, he says, is beloved of the Danes for his translation of the Danish national hymn.

On June 7, two days before he sailed for home, Dr. Brandes delivered a lecture in a New York theater on "The Personality of Shakespeare," speaking in English; and more than a thousand people had to be turned away because there was not room to accom-



DR. GEORG BRANDES, DENMARK'S "FIRST CITIZEN," WHO VISITED THE UNITED STATES LAST MONTH

modate them. Dr. Brandes denied the oft-repeated statement that Shakespeare "has effectively concealed his personality in his works" and showed how many things in the life of the poet were mirrored in his writings. He said:

Shakespeare is not thirty-six plays and a few poems jumbled together and read pell-mell, but a man who felt and thought, rejoiced and suffered, brooded, dreamed, and created. For too long it has been the custom to say, "we know nothing about Shakespeare" or that "an octavo page would contain all our knowledge of him." Even Swinburne has written of the intangibility of his personality in his works. Such assertions have been carried so far that a wretched group of dilettanti has been bold enough in Europe and America to deny William Shakespeare the right to his own life-work, to give to another the honor due to his genius, and to bespatter him and his invulnerable name with an insane abuse which has re-echoed through every land.

Those who hold that Shakespeare's works were written by Bacon were dismissed with a few additional words. Dr. Brandes pointed out some of the errors in the dramas which Bacon never would have made, such as the anachronism of introducing cannon and firearms in a period long before those weapons were known, and referred to the remarkably poor French put into the mouths of some of the French characters in the plays. "Only people most ignorant of the writings of Shakespeare and Bacon could possibly find any connection between them," he said.

## A FILIPINO ON THE FUTURE OF THE ISLANDS

THE opinions of a representative Filipino respecting the future possibilities of the islands are offered by *Cultura Filipina* in an extra number of this monthly entirely devoted to a series of lectures and addresses given in the Filipino capital by Dr. Trinidad H. Pardo de Tavera.

Although of Spanish descent, as the name denotes, the distinguished writer yields to none in patriotic devotion to the cause of Filipino independence. At the same time, however, no one is more thoroughly convinced of the fact that this end can only be attained by loyally supporting the disinterested and manifold efforts now being made by the United States for the educational, political, and economic development of the Philippine Islands as a prerequisite for any workable scheme of independence. During ex-President Taft's administration of island affairs, Dr. Pardo de Tavera was a strong advocate of Filipino coöperation in the American movement, and was sharply criticized for this attitude by the more ardent Filipinos, but since that time public opinion has undergone a great change, the unmistakable benefits accruing from American control have become patent to all, and the former adverse judgment has been transformed into a warm recognition of the correctness of his views. "Of the possibilities of Filipino industrial progress, and their bearing on political independence, the lecturer says:

The future of the Philippines depends upon the development of industry, and this in turn depends upon the good will of the Filipinos themselves. . . . Let schools be established, for this is a necessity; let political questions be discussed, for this is a right; let us ask for independence, for this is a righteous aspiration. But along with all this, and at the same time, it is our duty to work for the amelioration of the industrial conditions of the Filipino people, that they may earn enough to clothe themselves properly, to live in houses instead of in huts, to nourish themselves sufficiently, to protect themselves against disease,—in one word, to better their material conditions, this being a requisite for moral progress. For the accomplishment of all this there is but one thing, work; and to stimulate the will to work nothing is so effective as industrialism. . . .

Everybody knows that it is from the United States we must expect our independence, and that it is the Americans who are to judge of our capacity for home rule. Now, it seems scarcely necessary to add that they will judge us, not according to *our* standards, but according to their own. We ought, therefore, to know what are these conditions they expect to find among us before declaring us to be capable of self-government, and we know that economic capacity is, in their way of thinking, the decisive factor.

The necessity for laying chief stress upon the practical side of Filipino development is clearly apparent to one who, like Dr. Pardo de Tavera, is familiar with the tendency among many of the educated Filipinos to give undue importance to merely literary culture. That the Filipinos, long before the Spanish domination, had already evolved an active commerce, is noted in a Chinese manuscript of the thirteenth century, translated by Dr. Hirth (*Globus*, Sept., 1889), wherein are detailed the commercial relations of the islands with China, and it is stated as a convincing proof of the capability and trustworthiness of the early Malayan traders of Luzon that the Chinese freely entrusted them with the imported goods, according them nine months' credit, during which time the Filipino traders traveled about from place to place disposing of the merchandise, and never failed to turn up at the appointed time and make a faithful accounting. They established a reputation for reliability.

Many patriotic Filipinos are disposed to fear that their national individuality will be endangered by the spread of American education, but this writer refutes this opinion in a very convincing way, pointing out that national aspirations have been furthered, rather than suppressed, by educated Filipinos:

It is an error to believe that in adopting Anglo-Saxon education we shall lose our characteristic stamp and shall become indifferent to the cause of independence. Those Filipinos who received their education in Spanish schools, organized under a system entirely Spanish, were the initiators of the revolution which overthrew Spanish sovereignty in the Philippines. Indeed, the Spaniards always looked upon the educated Filipinos as possible revolutionists, or at least as ardently devoted to the cause of Filipino independence. This seems to be quite forgotten by those who believe that Anglo-Saxon education is destined to keep us for all time under the government of the American people. . . . The Filipino movement was not made by the uneducated classes of our land, which it might seem would have best preserved Filipino aspirations, but by those educated in the University of Manila or in Europe, and whose souls had been profoundly modified, this modification representing, however, an advance. While the sentiments remained unchanged, the ideas were broadened and the intelligence strengthened, so as to render these educated Filipinos better able to understand, not only doctrines and rights, formerly unknown, but also new ideals and sentiments inspiring them to cultivate their national tongue, to respect their race, to reverse the customs of their ancestors, to discern the natural beauties of the islands, and to dream of that redemption of their native land which would never have been realized had the Filipinos remained as they were at the time of the Spanish conquest.

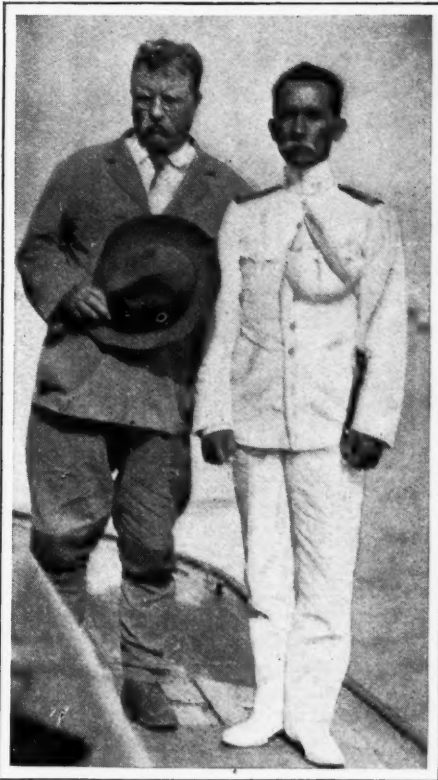
## COLONEL ROOSEVELT IN THE BRAZILIAN WILDERNESS

**E**LSEWHERE in this number of the REVIEW OF REVIEWS (page 81) Father Zahm tells how he interested Colonel (then President) Roosevelt in a South American expedition as long ago as 1908. Father Zahm states that so strongly did the proposed journey appeal to the President that had he not previously made arrangements to go to Africa, he might have been prevailed on to visit South America immediately after leaving the White House. Father Zahm at that time told Colonel Roosevelt of a journey he had already made into the interior of South America and of his experiences among the Andes and in the valleys of the Orinoco and the Amazon. Colonel Roosevelt was deeply interested in Father Zahm's observations and inquired about the fauna and flora of the tropics, as well as about the inhabitants of the great forest regions of the South American continent.

As Father Zahm points out in his article, South America is less known to-day than Africa, and parts of it even less known than they were three hundred years ago. It was because he felt that Colonel Roosevelt better than any one else could direct attention to this part of the world and interest explorers and men of science, especially Americans, that he was eager to have the Colonel undertake the proposed expedition. There were other reasons also, as Father Zahm explains in his article, but this was one that undoubtedly had great weight with the Colonel himself.

In a series of articles which he is now contributing to *Scribner's*, the publication of which was begun before full details had been received concerning the discovery of the hitherto unknown river, Colonel Roosevelt gives an interesting sketch of Colonel Rondon, the Brazilian explorer with whom he was associated in the expedition. Colonel Rondon had been engaged for many years in exploring and in opening telegraph lines through the Brazilian wilderness, and had been sent by his government to map the courses of important but little-known rivers and to deal with the savage natives. He was accompanied by expert cartographers, photographers, geometers, astronomers, botanists, and zoölogists.

It was the middle of December, 1913, when the Roosevelt-Rondon party, after an ascent of the Paraguay River, crossed the Brazilian frontier and arrived at Corumbá. It was from that point that the party set out



From a photograph taken by Kermit Roosevelt and reproduced in *Scribner's Magazine*

COLONEL ROOSEVELT AND COLONEL RONDON  
(Associated in the exploration of the Brazilian wilderness)

on the jaguar hunt on the Taquary River. Colonel Roosevelt describes the jaguar as "the king of South American game, ranking on an equality with the noblest beasts of the chase in North America. It is a big powerfully built creature giving the same effect of strength that the lion or tiger does." Accompanying the *Scribner* articles are photographs made by Kermit Roosevelt of jaguars shot by the Colonel and his son. Big game, however, was not the object of the expedition. Throughout the river journey Colonel Roosevelt was keenly interested in the multi-form wild life that was encountered on every hand. He noted especially the abounding bird life,—crested screamers, hyacinth macaws, black and golden orioles, ibises, toucans, cormorants, and snake birds. Caymans, tapirs, peccaries, and many other animals were constantly visible.

In the July number of *Scribner's* Colonel



From a photograph taken aboard the steamship *Vandek* and reproduced in *Scribner's Magazine*

#### MEMBERS OF MR. ROOSEVELT'S EXPEDITION

(From left to right: Anthony Fiala, George K. Cherrie, Father Zahn, Theodore Roosevelt, Kermit Roosevelt, Frank Harper, Leo C. Miller)

Roosevelt describes his trip "Up the River of Tapirs." His description of the insect pests that intensified the discomfort of the journey is most vivid. Among them were wasps, whose stings are sometimes fatal, and many species of biting insects. The party saw armies of black foraging ants that move in bodies, destroying everything in their path. Plant life also had its fascination for the Colonel. He found a grove of palms being strangled by parasitic fig trees. There was, he says, "something sinister and evil in the dark stillness of the grove; it seemed as if senescent beings were writhing themselves round and were strangling other senescent beings." As thus far published, Colonel Roosevelt's account of his journey brings him to the border of the great unexplored region through which his party followed the so-called "River of Doubt."

After his return to this country Colonel Roosevelt, in an address before the National Geographic Society at Washington, gave an account of his exploration of the "River of Doubt." As the facts are summarized in Colonel Roosevelt's letter to General Lauro Müller, the Brazilian Minister of Foreign Affairs, which he read in the course of his address, we reproduce that letter in full:

TO HIS EXCELLENCY, THE MINISTER OF FOREIGN AFFAIRS, RIO DE JANEIRO.

MY DEAR GEN. LAURO MÜLLER: I wish first to express my profound acknowledgments to you

personally and to the other members of the Brazilian Government whose generous courtesy alone rendered possible the *Expedição Científica Roosevelt-Rondon*. I wish also to express my high admiration and regard for Colonel Rondon and his associates who have been my colleagues in this work of exploration. In the third place, I wish to point out that what we have just done was rendered possible only by the hard and perilous labor of the Brazilian telegraphic commission in the unexplored western wilderness of *Matte Grosse* during the last seven years.

We have merely put the cap on the pyramid of which they had previously laid deep and broad the foundations. We have had a hard and somewhat dangerous but very successful trip. No less than six weeks were spent in slowly and with peril and exhausting labor forcing our way down through what seemed a literally endless succession of rapids and cataracts.

For forty-eight days we saw no human being. In passing these rapids we lost five of the seven canoes with which we started, and had to build others. One of our best men lost his life in the rapids. Under the strain one of the men went completely bad, shirked all his work, stole his comrades' food, and when punished by the sergeant he, with cold-blooded deliberation, murdered the sergeant and fled into the wilderness.

Colonel Rondon's dog, running ahead of him while hunting, was shot by two Indians; by his death he in all probability saved the life of his master. We have put on the map a river of about 1,500 kilometers in length running from just south of the 13th degree to north of the 5th degree, and the biggest affluent of the *Madeira*. Until now its upper course has been utterly unknown to every one, and its lower course, although known for years to the rubber men, utterly unknown to all cartographers.

Its source is between the 12th and 13th paral-



lels of latitude south, and between latitude 59 degrees and longitude 60 degrees west from Greenwich. We embarked on it about at latitude 12 degrees 1 minute south, and longitude 60 degrees 18 west. After that its entire course was between the 60th and 61st degrees of longitude, approaching the latter most closely about in latitude 8 degrees 15 minutes. The first rapids were at Navarite, in 11 degrees 44 minutes, and after that they were continuous and very difficult and dangerous until the rapids named after the murdered sergeant, Peishan, in 11 degrees 12 minutes.

At 11 degrees 23 minutes, it received the Rio Kermit from the left. At 11 degrees 22 minutes, the Marciano Avila entered it from the right. At 11 degrees 18 minutes the Taunay entered from the left. At 10 degrees 58 minutes, the Cardoza entered from the right. At 10 degrees 24 minutes, we encountered the first rubber men. The Rio Branco entered from the left at 9 degrees 38 minutes.

We camped at 8 degrees 49 minutes, or approximately the boundary line between the Matte Grosse and Amazonas. The confluence with the Aripuana, which entered from the left, was in 7 degrees 34 minutes. The mouth, where it entered the Madeira, was in 5 degrees 30 minutes. The stream we have followed down is that which rises farthest away from the mouth, and its general course is almost due north.

My dear sir, I thank you from my heart for the chance to take part in this great work of exploration.

With high regard and respect, believe me, very sincerely yours,

THEODORE ROOSEVELT.

As to the length of this river, Colonel Roosevelt said:

We found that the river flowed steadily northward, after we got embarked on it, between the 59th and 60th meridians of longitude due west from Greenwich, never varying except between those two meridians. Where we embarked it had already run for roughly something in the neighborhood of 300 kilometers. We went down in canoes something in the neighborhood of 800 kilometers, and then down by steamer to the mouth in the neighborhood of 300 to 400 kilometers, making from 1,400 to 1,500 kilometers, all told, somewhere between 900 and 950 miles.

In concluding his address Colonel Roosevelt reiterated his statement that the expedition was undertaken not in pursuance of any plan or idea formed in this country, but at the suggestion of General Müller, on behalf of the Brazilian Government.

## THE CULTURAL VALUE OF "THE MOVIES"

THE enormous development of the moving-picture shows within a very few years has made them a highly important factor in the cultural life of hundreds of thousands, both here and abroad. Not even the newspaper is capable of such instant emotional and intellectual appeal to the young and the old, the literate and the illiterate, the rich and the poor, the lofty and the lowly, as the rapid images and scenes of the swiftly unrolling films. Moreover, the appeal is universal, for they speak to the eye, which has no need of long linguistic training in order to comprehend their significance, and this fact is of peculiar importance to the cosmopolitan population of America.

Many philosophers have perceived the marvelous potencies of the movies, but perhaps no one has written of them with more penetration and brilliance than Max Nordau in an article called "Cinematographic Culture" in *La Revue* (Paris).

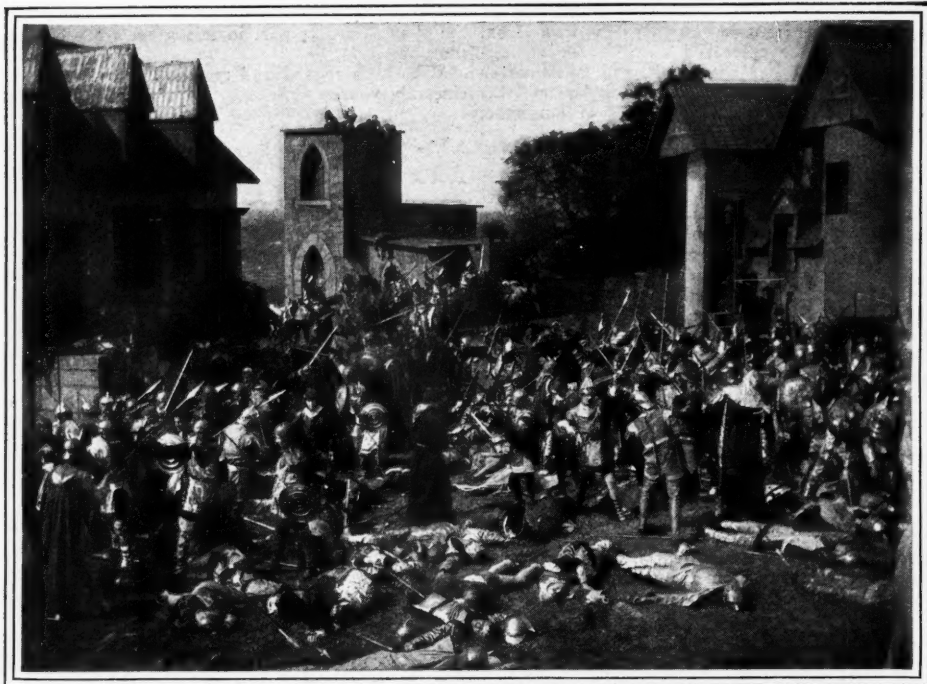
M. Nordau regards the cinema as the logical development, not of the theater, but of the illustrated journal, to which it compares as a Pullman palace car to the post-chaise of bygone centuries. He says:

The cinema is a new feature of our present civilization. It creates habits and needs which the last generation did not know. It enlarges in surprising fashion the horizon of the spectators. . . . We can trace an unbroken and rapidly

ascending line of connection between the loose sheets giving news of battles, murders, and prodigies of nature which were sold at fairs towards the end of the fifteenth century, to the artistic film which to-day unrolls before our eyes its tumultuous aspects.

After giving a brief sketch of the development of the illustrated journal during these centuries, he continues with the following eloquent description of the modern film:

But what is the most ultra-modern illustrated paper . . . compared to the cinema! The latter alone evokes real life before the spectator, who becomes a witness of the most extraordinary things. The adventures which in former ages a few rare favorites of fate were privileged to enjoy, at the price of heavy fatigue and grave dangers, adventures which represented the culminating point and exceptional substance of a whole existence, and a single one of which made the participant an object of curious interest,—such adventures pass before the public by the dozen in one brief, flying hour; and their stupefying succession, their disconcerting variety, allow the spectator, seated in voluptuous comfort, to exhaust a plenitude of scarce credible visions. . . . The fabulous invention of Lesage is realized . . . Before his curiosity mansions are unvalued. And what mansions! Palaces of emperors and kings before which armed sentinels mount guard and forbid approach to the profane. Invisible, as with the magic cap of Siegfried or the bird's nest of Simplicissimus, he traverses the *cordon* of guards and enters courts to share the intimate moments of the greatest monarchs. Is he possessed by the romantic nostalgia of distant lands? The magic mantle of Faust is



## TEACHING ENGLISH LITERATURE BY MEANS OF THE PHOTO-PLAY

(The battle of Shorebytown, from Stevenson's "The Black Arrow," with costumes, weapons and environment faithfully reproduced)

spread at his feet, and he is wafted over lands and seas. He visits the most celebrated localities, the most attractive countries, the marvels of nature in every zone, and that without any of the banal conditions to which is subjected a globe-trotter in one of Cook's caravans. He accompanies King George to his coronation in India. He chases the lion and the giraffe with Roosevelt at Nairobi. He goes with Captain Amundsen to the South Pole, mounted on a sledge drawn by dogs.

Does he desire the emotions roused by war? Like the Czar Alexander II seated in a specially constructed tribunal at the assault of Plevna, he observes the furious charge and retreat of a murderous battle in the Balkans, and watches the bloody results of deadly balls and bursting shells. The film-machine is everywhere. Nothing and no one says it nay. Its indiscretions are privileged and solicited. . . . It follows the phases of an encounter on the field, of a bull-fight, of a duel between German students. It inscribes the exploits of the record-men at the Olympic games, performances which the champions themselves could not repeat. It surprises the idyls of family life of the tigress and her young in the jungle. . . .

And when the event is too sudden and unforeseen for the eye of the camera to surprise it in reality, as in collisions, explosions, suicides, shipwrecks, etc., the enterprising managers contrive an artificial scene in replica, so that all the scenes described in his newspaper are made to take bodily shape before the eyes of the patron of the movies.

And besides these spectacles of real life, the cinema has entered the realm of the drama, and this moves M. Nordau to some profound observations.

Nothing is more interesting than to follow the destiny of a drama transferred to the cinema. . . . What remains when speech is eliminated? Facial expression and gesture. It is obvious that these are also modes of human expression, and highly complicated actions may be rendered comprehensible by their aid. It might be thought, however, that by such means one cannot go beyond ballet, pantomime, or the farce of the clown. *Sumurun*, as put on by Reinhardt, seems to mark the extreme limit of the cinematographic drama. But the cinema disdains to bow before the imperious words: "Thus far, but no further." With vigorous hand it grasps any piece at all and transforms it into pantomime. It tears from it its vestment, more or less magnificent, of dialogue in verse or prose, and leaves it no adornment of words of wit, wisdom, or poetry.

The naked drama alone remains, its body shown in its natural form, without the arts of the couturier or the illusions of the toilet; it must perforce reveal whether its frame is athletic or sickly, whether it will charm the sight or awake pity, ridicule, and repulsion.

In the final portion of the article M. Nordau makes an acute analysis of the relation between the film-play and the drama. While it is true that the essence of the drama is

action, and action is the very life-blood of the film-play, he reminds us that the more highly civilized and complex human character becomes, the more does its activity find expression in the psychical nature. The intensest dramas are those of the soul. And this is easily shown by reducing the tremendous dramas "Othello," "Hamlet," and "Faust" to the bare bones of their visible plots. He concludes:

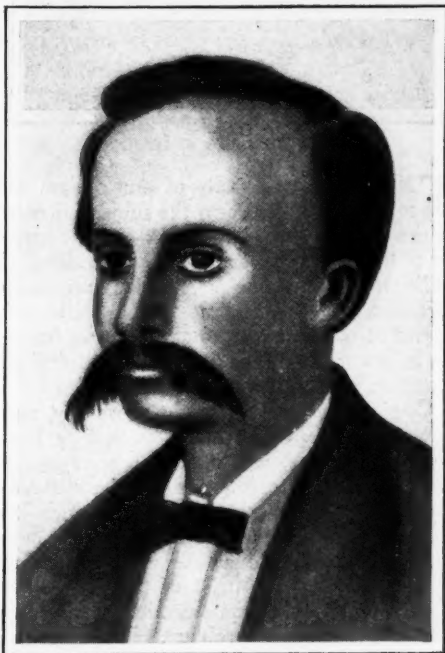
As we see, it is not progress for the drama to pass from the stage to the cinema. In the film, complex and civilized man, endowed with thought and sensibility which struggle to overcome his impulses and his passions, and who dominates

them or is vanquished by them, becomes a simple, primitive, Caliban-like figure, without internal life, who grimaces, gesticulates, and reacts to all impressions by reflex movements. . . . And yet the translation of theatrical works into films may be fertile in instruction,—not to the mob, but to the authors. For these the cinema may prove an educator. It will recall to them certain elementary verities which they have well-nigh forgotten. . . . Discourse, however grave or graceful, does not suffice. . . . Let the author accustom himself to analyze his work from the point of view of the necessities of the film-play. If it vanishes it is worth nothing in the theatre. If it resists the test it may face the footlights boldly. . . . Thus the cinema is an important organ of modern civilization, whose essence is action, i.e., energy. And it may be that it will give to our modern anemic drama what it lacks most, energy.

## WATTS-DUNTON, ONE OF THE LAST OF THE VICTORIANS

THE death at London on June 7 of Walter Theodore Watts-Dunton, poet and friend of poets, critic, and novelist, depletes by one more the fast dwindling corps of writers who made the reign of Victoria a brilliant epoch in English literature, and leaves, of all that large and notable galaxy, only one or two men, like Lord Morley and Thomas Hardy, in their lonely grandeur.

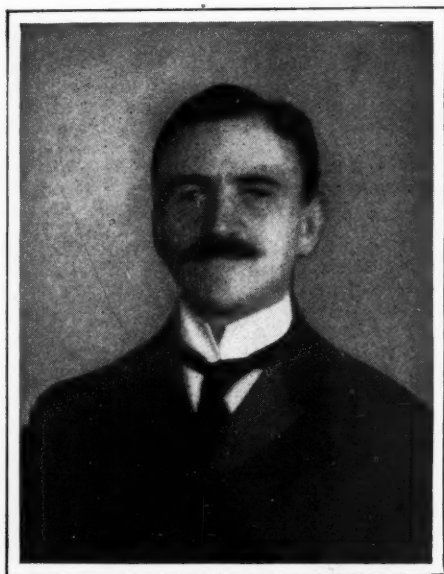
Living and writing to the ripe age of eighty-two (an essay by him appeared in the *Saturday Review* only two weeks before his death), Watts-Dunton outlasted all of the poets with whom he was closely associated. He was born in 1832, five years before Queen Victoria ascended the throne. In boyhood he was the intimate of Borrow, and in later life of Tennyson, Rossetti, William Morris, Swinburne, and Meredith. Swinburne for thirty years, until his death in 1909, shared Watts-Dunton's home and to him left his whole estate. Few men have had a more direct influence, both in person and in writings, on the literary life of his time. Despite his close association with other and more eminent poets, Watts-Dunton's verse is individual and independent. He was a scholarly critic. His poetic romance, "Aylwin," in which he attempted to create what he called in his famous phrase the "renaissance of wonder," and which is semi-autobiographical, first published in 1898, went through twenty English editions inside of three years. Few men ever displayed a better historical and critical knowledge of English poetry. His whole life was devoted with disinterested zeal to the upholding of the noblest traditions of English letters.



WALTER THEODORE WATTS-DUNTON  
(From the portrait by Rossetti)

Speaking of Watts-Dunton's literary friendships, the *Outlook* recalls that the atmosphere of his acquaintance with Borrow and his interest in the Gypsies pervades "Aylwin," although the real protagonist of that story is the noble Welsh mountain, Snowdon, the moods of which are described as faithfully as are those of the human characters of the book.

## WHAT ARE OUR OBLIGATIONS TOWARDS MEXICO?



PROFESSOR LEO S. ROWE

**T**HE scope and limits of our obligations towards Mexico form the subject of most of the articles appearing in the current number of the *Annals of the American Academy of Political and Social Science*. There are many excellent papers treating of the different phases of our relations towards Latin America in general, with, of course, a great deal of attention paid to the Monroe Doctrine.

One of the most thought-provoking and comprehensive of the articles is that by Professor Leo S. Rowe, of the University of Pennsylvania, who is president of the Academy. Dr. Rowe endeavors to convince his readers (originally his hearers, for this was an address delivered at the annual meeting of the Academy in April) of the desirability of raising the Mexican situation to the dignity of a continental problem. He points out that very often national interests "extend far beyond political frontiers." Our relations to Mexico, he points out clearly and comprehensively, are so close and intimate that "everything affecting the peace and welfare of the Mexican republic vitally affects our own national well-being." He considers the Mexican problem from all viewpoints, reviews the history of politics and industry in Latin America, and urges that any consideration of the Mexican problem be undertaken in a constructive spirit.

Speaking of the social readjustment through which Mexico is passing, Dr. Rowe refers to the sometimes forgotten strategy of Porfirio Diaz to counteract the growing dominance of American capital in his country. The plan of Diaz, Professor Rowe reminds us, was to counterbalance this American influence by fostering other foreign interests.

The nationalization of the great Mexican trunk lines, the construction of the Tehuantepec railroad by a British syndicate, the granting of important oil concessions to Lord Cowdray and his associates were all intended to establish and maintain a balance of power which would check the influence of the American group in governmental affairs. In other words, Diaz first sought to develop the economic resources of the country by a liberal and even lavish treatment of American capitalists, and then sought to curb their power through the fostering of a British counterweight. It was this change in the policy of General Diaz which enabled Francisco Madero to count on the secret support of at least some of the American companies interested in Mexico. It is exceedingly difficult to estimate the precise effect of this struggle between foreign interests on the domestic situation, but everyone is agreed that it enters as an important factor in explaining present conditions, and must be reckoned with in the ultimate solution.

We should not, Dr. Rowe warns us, attempt to impose our particular form of constitutional government upon a people such as the Mexican, who, by race, tradition, and temperament are, as yet at least, incapable of understanding or accepting it. The Mexican constitution of 1857, he reminds us further, was formulated by a group of political idealists largely under American influence

who labored under the illusion that a written constitution can create democratic conditions but failed to perceive the fundamental truth that written constitutions in order to be helpful, yes, even workable, must faithfully reflect the political capacity, the standard of civilization and the economic and social requirements of the mass of the nation.

While approving of the high-minded character of President Wilson's ideals, Dr. Rowe believes that we shall make a mistake if we attempt to interfere in the details of the government of foreign countries, and he says:

For my own part I firmly believe that we involve ourselves in hopeless difficulties when we embark upon an international policy which attempts to dictate who shall or who shall not be the governing authorities in a neighboring but



independent country. Our attitude toward the republics of the American continent should be inspired by a desire to be of service to them, whenever possible, but we should studiously refrain from interference in their internal affairs, unless such interference is dictated by overwhelming considerations of national interest or international obligation. We may well recognize once and for all time that our government can do but little to accelerate the development of democracy in any foreign country, and that in attempting to do so we are likely to do quite as much harm as good. The United States must permit the countries of the American continent to work out their political destinies in their own way, confident of the fact that as the masses of their population advance in education, in economic power and social efficiency, the democratic development in which we are so deeply interested will proceed, slowly it is true, but productive of permanent results. Any attempt on our part to force upon them either our standards of conduct or our methods of political action will only serve to arouse their bitter opposition, and thus thwart any higher purpose that we may have in view.

### Must We Revise Our Latin-American Policy?

In a closely woven paper by Dr. Simon N. Patten, Professor of Political Science at the University of Pennsylvania, the implications and responsibilities for the extension of trade are set forth. We must remember, says Dr. Patten, that Mexico is not an industrial unit. Nevertheless, he continues, speaking of Mexico and Central America:

All of this region is an integral part of our

industrial system. We cannot prosper without their prosperity, and they can maintain neither industrial prosperity nor political stability without our aid. To have our policy under these conditions controlled by sentiment is a fatal mistake. We must either control or let disorder continue and if disorder continues not only will they suffer but we shall have corresponding losses due to the lower standard of life and higher cost of living thus imposed upon the American people. Control may cost lives and may cost money, but lives are now lost in far greater numbers than could be through any effective policy of control.



THE HELPING HAND  
From the World (New York)

## LITERARY CREATION AND THE SUBCONSCIOUS MIND

**D**OUBTLESS every writer is conscious of periods of exaltation when ideas and images crowd upon his mind and words seem to flow of themselves from his ready pen. It was this spontaneous and exhilarating glow of composition to which the ancients gave the name of the "divine afflatus," and this idea of a supernal inspiration was devoutly believed in for many centuries, and is indeed not without serious advocates at the present time. The majority of psychologists, however, ascribe this phenomenon to the activity of what is usually known as the subconscious mind. An entertaining discussion of this subject is contributed to a late number of *La Revue* by Professor Beaunis, a well-known writer upon mental phenomena.

He begins his paper by asking the question, "In what measure and to what extent are we masters of our cerebral activity?" and proceeds to answer it thus:

Without speaking of dreams, in which we find every manifestation of cerebral activity, from the simplest to the most complex, we may perceive in states of violent emotion or passion how little we are masters of our acts or even of our thoughts. Thus in a state of anger, whence come the explosions, the outrageous acts, the bitter and wounding words which we regret at once and of which we have been scarce conscious?

Here we have a series of psychologic phenomena outside the empire of the will. But even aside from such emotional states it is easy to find many cases in which the will does not intervene. . . . Just as there are movements which are voluntary and those which are involuntary and automatic, so there are thoughts which are voluntary and those which are involuntary and automatic.

Professor Beaunis quotes Herbert Spencer to the effect that automatic reasoning enters largely into ordinary perception:

Just as the intelligence of an individual depends not only upon his education and environment, but upon the equipment his heredity has given him, so

the subconscious mind derives from the ancestral subconsciousness which is a legacy of preceding generations, and from acquired subconsciousness, which is the result of environment, education, and experience.

He continues:

This portion of the mental mass is continually enriched by the addition of all the psychical manifestations (sensations, perceptions, ideas, etc.) which are experienced in the course of an individual existence. It is in this subconscious mental mass that we find the materials of our psychic activity, drawing on it for all the conscious and voluntary operations, perception, judgment, reasoning, etc. We must not believe, however, that this subconscious mental mass is indifferent or inactive.

In a conference upon Mathematical Invention held at the General Institute of Psychology at Paris, continues this writer, in illustration Henri Poincaré, the mathematician, said:

Preoccupied with this question (concerning the Fuchsian functions), my mind tackled it in a thousand ways. I sought long and found nothing. Disgusted with my non-success, I abandoned the question and thought no more of it for several days, when suddenly, while on a voyage, and at a moment when for some time beforehand my attention had been distracted by entirely different objects, an idea presented itself to my mind, or rather two ideas, *which I would not myself have dreamed of putting together*, and the shock of whose union produced light! And farther on he adds: "What, then, is this subconscious Me, which works for us thus, which finds the solution while we sleep, and comes to whisper it to us when we wake? Is it nothing but an automatic mechanism of our cerebral cells? Or is it, indeed, something yet more mysterious? Positive persons, such as I am, lean towards the first solution. There seems to be here a general law of the human mind, and that *no man can be really creative except when he is not thinking of anything*."

"Coming from a thinker such as Henri Poincaré," continues Professor Beaunis, "these words have considerable weight. If, now, we pass from scientific and mathematical invention to literary and artistic creation, we find the same phenomena."

Without knowing why one idea rather than another presents itself to the mind, it is certain, says Professor Beaunis, that this *mother-idea*, that which when it has developed and flowered, becomes a work of literature, "appears in the consciousness by a sort of spontaneous generation, elaborated in the lower strata of cerebral activity." He continues:

We must distinguish, then, between that spontaneous invention which springs from the subconscious and may be called *intuition* or *inspiration*, when the work of a genius is concerned, and the

*conscious and voluntary invention* which has for its starting-point an exterior suggestion, something read, etc. . . . The parts played by intuition and conscious invention vary in different writers. Intuition predominates among poets, conscious and voluntary invention among prose-writers. But we may encounter every intermediate degree from spontaneous geniuses like Lamartine and Musset, to Balzac and Flaubert, who arrived at the final result only after stubborn labor and what has been justly called the *birth-pangs of style*. But we must not push the antithesis too far. If Balzac or Flaubert labored with such zeal, it was less from difficulty in writing than for a noble and worthy solicitude for literary beauty. . . .

When once the mother-idea has been found, whether by intuition or by conscious invention, our mental activity acts upon this idea, develops it, and produces from it a definite work. But even in this period of voluntary and reflective production we must not think that the subconscious remains inactive and distant. It is always present, making *à propos* intervention, watching, so to speak, for the right moment to make a suggestion and assist the blossoming of the work.

In different writers the proportion of these two elements varies. *À propos* of this, Professor Beaunis makes some curious observations on methods employed by certain writers to stimulate the creative faculty. He says:

Literary labor is generally accompanied by a special emotional state which acquires an extraordinary and almost morbid intensity in some writers, and even more in certain composers. It would even seem that for many of them this emotional state is indispensable. Impassive geniuses like Goethe are rare. Many writers, also, seek to rouse this state of emotion by artificial means, either by stimulants like coffee, hashish, etc., by violent movements which accelerate the circulation, or even by forming habits, fads or eccentricities which little by little become associated with their efforts at composition and inseparable from them. The lives of great artists and writers abound in such traits.

In this state of creative emotion ideas throng and come of their own accord to present themselves and link themselves in the consciousness. Cerebral superactivity is at its maximum, and at the same time the thoughts acquire a singular profundity and force. The strange and paradoxical fact becomes true, that in these moments one may put on paper ideas which appear very simple and quite lucid, but which, when read later, may seem obscure and even incomprehensible. So much the more may they appear obscure and incomprehensible to the ordinary reader.

At first glance these observations might seem discouraging to the ambitious beginner. Why whip oneself to work when the creative faculty lies outside volition and consciousness? But Professor Beaunis arrives at a different conclusion, and it is in this that the chief value of the article lies. We read:

For every literary creation an anterior adaptation is required. As Poincaré expresses it, uncon-

scious labor is only possible and fecund when it has been preceded by a period of conscious labor.

The final paragraphs of the article present certain physiological aspects of creative labor. After remarking that when the brain functions it makes use of the materials brought to it by the circulation, the author proceeds as follows:

But when the cerebral functioning attains a certain degree, as for example in literary creation, the cerebral substance itself begins to be drawn upon, and this usury augments with the intensity of the intellectual labor. In this case cerebral fatigue is induced, and if the work is too prolonged it may end in exhaustion. From this standpoint there is an essential difference between conscious and unconscious labor: the latter does not tire like the former.

Hence Professor Beaunis advises brain-

workers who feel themselves tired or worn out by conscious effort on no account to endeavor to spur their flagging forces by sheer will-power, but on the contrary to suspend work at once, and engage either in some physical exercise or in a different sort of mental occupation,—to stop thinking of the problem in hand. After a few hours, or days, or even months, one may take up again the interrupted work, and "the difficulties will have disappeared, the problems have solved themselves as if by enchantment. Thanks to this method of work one will never suffer from cerebral fatigue nor intellectual exhaustion," and he closes with this important admonition:

Permit me, therefore, to say to all those who live by their brains—savants, literary men, artists: *Let the subconscious mind labor, for it never grows tired.*

## THE RUSSIAN TRADE-UNION DEVELOPMENT OF THE LAST TWO YEARS

THE rapid spread of the trade-union movement in the Russian Revolutionary period of about eight years ago, its swift decline in the reaction which followed, the trials and tribulations to which the unions have been and are still subjected by the rigors of governmental authority, and, finally, the recent reviving strength of those organizations are clearly set forth in an article by W. Scher in *Die Neue Zeit*, an organ of Social Democracy in Germany.

In the last two years, the writer observes, there has been a rapid advance in the Russian labor movement. Since the shooting down of the strikers in the Lena gold mine in April, 1912, the battle of Russian labor sweeps past us like a broad, stormy stream. The working class occupies once more a central place in Russian public life.

The greatest authorized organizations of labor are the trade unions. A portrayal of their activity in the last two years gives a pretty clear idea of the conditions under which they work and of the results they have achieved.

Unfortunately, no exact statistics concerning the Russian trade unions are obtainable. The only sources are the reports and notices in the political and industrial press of the past two years. The data thus gathered, without presuming to be complete, therefore, furnish a fairly distinct picture of the inner workings of those organizations.

After the Russian trade unions had devel-

oped with fabulous swiftness in the stormy revolutionary era, so that at the outset of 1907 their membership reached the imposing figure of more than 240,000, the contrast of the succeeding reaction seemed all the more striking. In the beginning of 1908 there remained only fragmentary remnants of the unions. Then arose, under the cross-fire of the government and the aggressive capitalists, the difficult task of reconstruction. At the cost of countless sacrifice the laborers succeeded in maintaining the existence of the unions.

But they were not the imposing associations of the revolutionary time. They played an increasingly petty rôle in the industrial life of the empire. Though not in possession of exact data, the writer feels he is pretty close to the truth in calculating that the number of members of organized labor attained only 15,000 at the opening of 1912.

It is not his intention, the writer continues, to give an estimate in this article of the strike movement in Russia during the last two years. Suffice it to say that, according to the statement of the Moscow Manufacturers' Union, about 1,700,000 workmen struck from January 1, 1912, to June 30, 1913,—that is, within a year and a half. The far greater share falls to the political strikers, the industrial strikers,—with whom we are concerned here,—numbered only 390,000. The above figures are, however, much too low an estimate, as the statement

takes no account of the smaller trades. It would be no exaggeration to say that in the industrial strikes of 1912-13 1000 laborers participated daily throughout the empire.

The number of members,—15,000,—shows that the unions were not powerful enough to lead the strike movement. Added to this, the first strike wave was followed by a wave of new persecutions which swept away the strongest and most influential of the unions. In the first months of 1912 alone official sanction was refused or withdrawn from fifty trade unions.

These persecutions have not diminished in rigor or malignity in the succeeding years. If we were to sum up what the Russian unions have suffered in the last two years, to generalize from individual cases, we would say that all trade-union activity was rendered impossible.

The police exercise a pressure upon property owners and thus make it hard for a union to procure quarters. The most difficult matter is to summon a meeting. According to a custom followed since years, a trade union may only call upon its own members. The police carefully supervise the membership book, and refuse admission to anyone who has not paid the last month's dues, arrives a quarter of an hour late, or is too neatly dressed,—suspecting him to belong to higher strata of society, giving no credence to the membership book submitted to them! In the meetings it is forbidden to discuss the new insurance laws, to use the word "strike," nay, even to applaud is a punishable offense!

Added to all this chicanery and persecution, there are the countless arrests and banishments. Even with incomplete sources the writer compiled a list of about 200 secretaries, cashiers, chairmen, and directors of trade unions who were arrested in the period from April, 1912, to December, 1913.

Thus it is on one hand the strike wave that followed the Lena massacre, and, on the other, the increase of prosecutions, that have been primarily decisive in the activity and development of the little group of organized trade-unions scattered over Russia in 1912.

Despite all the efforts of labor, the progress of the trade unions was exceedingly slow during 1912. The largest societies went to wrack and ruin that year.

The standstill of the unions was, in a measure, counterbalanced by the rapid growth of organizations which sprang up after every more or less important strike. As a rule, they acted without official sanction. At any rate, these ephemeral associa-

tions succeeded in fulfilling their mission, and contributed essentially towards making the strike movement homogeneous.

But even the most zealous strike committee cannot take the place of a trade union. And the workingmen are beginning, with ever-increasing energy, to build up such unions. They beat back the assaults of reaction, overcome all interdictions, banishments, and imprisonments, and are founding one trade union after another, developing and strengthening at the same time those in existence. As a consequence of this activity the membership of organized labor had doubled in 1913. But if we sum up the members in the 118 unions their number is only about 40,000 to 50,000.

This, when compared to the total number of workingmen, and, still more, to the countries of Western Europe, appears very small. But under Russian conditions it signifies a great success. These trade-union members constitute the flower of the Russian organized proletariat. The commercial employees are the most efficiently organized.

As to the support given by the unions to strikers and the unemployed, the figures show that it is very slight. It is clear that under existing circumstances the unions can not fall back upon well-filled purses in their struggle against capital. It does not follow, however, that they can not effectually promote the cause of the strikers. As a fact, the leadership of the strikes in the small and medium industries was, at the close of 1913, in the hands of the trade unions. In the great industries, the metal and textile works, their influence was far weaker, owing to the refusal of the capitalists to recognize the unions.

The characterization of the activity of the unions would be incomplete without a mention of the trade-union press. In the last two years ten trade-union organs have been started, every one of which has been made to feel the full weight of the régime.

It is obvious, the writer urges, that the problems of the unions, which carry on a daily struggle for their existence, a struggle for the right of coalition, are most directly interwoven with the problems of Social Democracy. The intimate connection between the political and the trade organizations of the proletariat, without being systematically established, has been and is an actual fact. If the wishes of the International regarding the union of the factions into which the Social Democrats of Russia are divided should be realized, not alone they but the trade-union movement as well would profit.



## THE NEW TRADE ROUTE TO SIBERIA

ACCORDING to the optimistic prediction of Dr. W. S. Bruce, at a recent meeting of the Royal Geographical Society, "the time is coming when the whole of the polar regions, both north and south, will be open to commerce, just as other parts of the world, and this by the aid of scientific developments, such as wireless telegraphy, aeroplanes, and the like." The complete realization of this dream is probably remote, but already, in the past lustrum, we have wit-

witnessed some remarkable steps in the exploitation of the regions in question, and others are even now in contemplation. Easily first in importance is the wonderful commercial development of Spitzbergen; while in sub-antarctic seas there has been an amazing revival of whaling, and in the Antarctic itself have been discovered deposits of coal hardly equaled in extent anywhere else in the world, and sure to attract a numerous mining population within a very few years.

The establishment of regular sea-routes to the Arctic coast of Siberia has been the object of numerous more or less successful efforts in the past. The feasibility of the Kara Sea route was fully demonstrated by the voyages of Nordenskjöld, Wiggins, Popham, and others, in the last century. These undertakings were checked in 1899 by the imposition of duties on goods brought into Siberia *via* this route, whereas they had previously entered duty-free.

A remarkably successful journey, made last autumn by the steamship *Correct*, chartered by the Siberian Company, furnishes the occasion for an article by Jonas Lied and Dr. Fridtjof Nansen on "The Sea-Route to Siberia," published in the *Geographical Journal*. Both writers made the voyage on the *Correct*. Mr. Lied is managing director of the Siberian Company. Dr. Nansen, the veteran explorer, needs no introduction.

As to previous-similar undertakings, Mr. Lied says:

From 1900 to 1905 no serious attempt was made, but in 1905, during the war between Russia and Japan, an expedition was undertaken by the Russian Government in order to relieve the traffic on the Siberian Railway. This expedition consisted of twenty-two ships, chartered in Germany and Eng-



THE KARA SEA ROUTE TO SIBERIA

land. They arrived at the mouth of the Yenisei at the beginning of September, 1905, having taken three weeks from the Murman coast. In the same year another successful expedition was made with two steamers from Hamburg, arriving at the mouth of the Obi, where a general cargo was discharged. In 1911, Captain Webster successfully reached the mouth of the Yenisei in the SS. *Nimrod*, which he bought from Sir Ernest Shackleton. As far as the record of the Russian Traffic Ministry goes, about 150 ships in all have made the voyage to the Obi and Yenisei rivers, and of these approximately 80 per cent. arrived at their destination, while the others, mostly owing to an insufficient knowledge of the conditions, had to return. Of the total about 7 per cent. suffered damage or loss, but again this must be partly put down to insufficient knowledge of the waters. From 1887 to 1898 slightly more than 100,000 tons of goods were brought into Siberia by that way from Europe and elsewhere.

Regarding the country which the Kara Sea route is destined to serve, Mr. Lied says:

Central Siberia plays a most important rôle in the problem of opening up the northern sea route. It will be seen from the map that that part is situated disadvantageously in regard to an outlet for produce. The distance either way, to the Baltic as well as the Pacific, is approximately 3,000 miles, which has to be covered for the greatest part by railway. Naturally railway transport over such a stretch is very expensive, and this is the reason for the northern sea route having been taken up again. The means of communication in Central Siberia become very primitive if you depart from the railway line. The natural means of communication are, of course, the rivers, which nearly all run parallel from the south to the north, and the traffic goes by river boats. On the Obi there are more than 100 steamers of various sizes, and the Yenisei has about thirty. Navigation is kept up during more than five months of the summer right from the mouth as far as above Minussinsk on the Yenisei, and on the Obi from the mouth to Biisk. The Yenisei is the fifth longest river in the world, with a length of about 2900 miles. It is very rarely narrower than half a mile, and at the

mouth, for a distance of about 300 miles, it varies in width from 10 to 30 miles.

On the lower reaches the goods are transported in barges towed by tugs. From the upper parts of the river, rafts are sent down, simply drifting with the current. There is a kind of barge which is used for drifting purposes, and these are usually sent from the more cultivated districts on the upper part of the river loaded with various necessities of life and broken up at their destination, which is north of the tree boundary. The material thus obtained is used for the erection of houses. At the mouth of these two rivers several villages are built entirely of such material. Before frost comes on the steamers are brought into a kind of harbor, where they freeze in. If repairs are necessary, they are simply lifted out by jacks and put on the ice, and treated as though they were in dry-dock.

Mining is the oldest industry in Central Siberia. In summer about 4000 fishermen from up the river visit the mouth of the Yenisei. The fish is salted as it is caught and the fishermen take it south with them in autumn. An immense fur trade centers at Yeniseisk, about 240 miles north of the railway line. Here a great fur market is held in June, at which the traders dispose of the furs gathered during the previous winter. In the territory watered by the Yenisei and its tributaries, which is five times the area of Germany, there are enormous forests, but very little timber is exported. Mr. Lied says: "The only really big customer for timber at present is the fire." Great forest fires occur every year.

The greatest resource of this part of the country is, of course, agriculture, and in this direction lies the future of Siberia. Fifteen years ago comparatively little was done on the part of the government in regard to colonization, but to-day the position is quite different. An army of officials is in the field preparing and allotting ground for the immigrant. During each of the last two years about 300,000 have come to Siberia, and it is calculated that about 10 per cent. have returned, and still the emigration is increasing steadily. The population of Siberia is at present about 13,000,000, and it is almost safe to say that it should be doubled during the next fifteen or twenty years. At present a settler receives about forty-five acres of free land and is helped by the government to necessary capital for building houses and to agricultural machinery from the

government stores situated in various towns. The most important agricultural center on the Yenisei is Minussinsk. In a good year, the district round Minussinsk can export at present half a million quarters of grain, mostly wheat and rye.

Such are the riches which will be at the disposal of the world as soon as cheap water transportation is provided.

Dr. Nansen's portion of the memoir deals with the physical conditions of the Kara Sea and the steps necessary for securing a maximum safety and facility of navigation.

If we carefully study the accounts of the many voyages to and through the Kara Sea, we must be struck by the fact, in how very few years the ice conditions were such as to make the passage through the sea very difficult, if the right season be chosen; and, still more, in how extremely few years we actually get the impression that a passage was impossible. But, on the other hand, the history of these many voyages proves with certainty that the distribution and quantity of the ice in the Kara Sea in the summer and autumn may differ very greatly from one year to another.

The Russian Government has taken an important step toward improving the navigability of the route by establishing wireless telegraph stations at the entrances to Yugor and Vaigach Straits and on Yalmal Peninsula. Dr. Nansen proposes that three or four small motor sailing-vessels, equipped with wireless, be sent to the sea early each season and maintain a sort of ice patrol, reporting regularly to the wireless stations ashore, whence the information thus gleaned could be communicated to mariners generally.

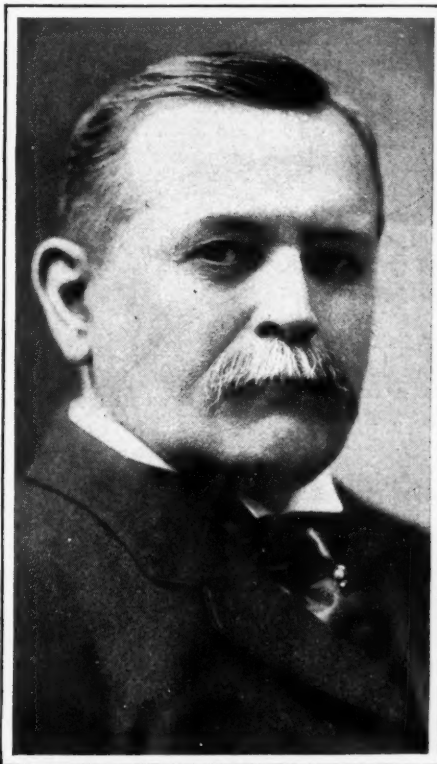
But in order to obtain information about the distribution of the ice in the Kara Sea, and in order to give an immediate communication, aeroplanes would, naturally, be still better than vessels. The distance between Yalmal and Vaigach or the Yugor Strait is only between 120 and 160 nautical miles, and no greater than a modern aeroplane can easily cover. If a few depots with petrol were established along the northwestern coasts of Yalmal, it would be quite easy for an aeroplane to take flight from Marasale along the coast of Yalmal and across the Kara Sea to Vaigach or Yugor Strait, and also in the opposite direction to Marasale, once a week, and give accurate information about the distribution of the ice and the open water.



# THE EDUCATION OF THE MODERN WOMAN

**D**URING the past two years many the "plan" was an "enlightened and skilful books have been published that are document aiming in the spirit of true states-concerned in various ways with the edu-manship at the best possible in existent condi-tion of women. The trend of these books tions, pleading for a continuous and consist-reveals a reversion to Greek standards,—ent course of education and emphasizing ably the physical, intel-lectual, moral and spiritual conditions necessary to it."

This "plan," which was repub-lished in the Har-per "Distaff" Se-ries, as late as 1893, is well worth re-considering. Mrs. Willard held wom-en to be an "essen-tial part of the body politic"; and she brought indictment against legislative bodies that im-proved the breeds of "brutes" and veg-etables and made no effort whatsoever to improve the charac-ter of women. Two of her points of argu-ment are pertinent to questions of the present day:



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DR. JAMES MONROE TAYLOR, RECENTLY RETIRED  
PRESIDENT OF VASSAR COLLEGE

That this is not a new idea, but one outlined by some of the earliest advocates of higher education for women can be easily proved by reading the "plan for female education" issued in 1819, from Middlebury, by Emma Willard,—a paper addressed to the general public and especially to the Legislature of the State of New York. Dr. James Monroe Taylor, the distinguished president of Vassar College lately retired from active connection with that institution, writes in his admirable survey of the early field of educational facilities for women, "Before Vassar Opened,"<sup>1</sup> that

In those great re-publics which have fallen of themselves, the loss of republican manners and virtues has been the invariable precursor to their loss of the republican form of government. But is it not in the power of our sex to give society its tone, both as to manners and morals? And if such is the extent of female influence, is it wonderful that republics have failed when they calmly suffered that influence to become enlisted in favor of luxuries and follies wholly incompatible with the existence of freedom? . . . Among these (the great body of women) will be found master-spirits who must have preëminence at whatever price they acquire it. To leave such without any virtuous road to eminence is not safe for the community, for not infrequently are the secret springs of revolution set in motion by their intrigues. Such aspiring minds we will regulate by education.

<sup>1</sup> Before Vassar Opened. By James Monroe Taylor. Houghton Mifflin, 286 pp., ill. \$1.30.

Dr. Taylor's work covers the early experiments of seminaries and colleges for women from the opening of Emma Willard's Troy Seminary for Women in 1821, down to the consideration of the curriculum of Vassar and other women's colleges at the present time. It brings to light much that is of interest concerning early female colleges and co-educational institutions such as Oberlin and Hillsdale colleges, and the Judson Female Institute in Alabama, from which came Milo Jewett, Vassar's first president, to take charge of a seminary for young ladies at Poughkeepsie; the Christian and the Baptist Colleges for Women in Missouri, the Georgia Female College, the Antioch Co-educational College with which Horace Mann was connected, and the Elmira College.

Another book, H. J. Mozans' "Woman in Science,"<sup>1</sup> presents a historical survey of the higher education of women that is almost monumental in design. Following an elaborate introductory chapter that outlines woman's long struggle for the things of the mind, Mr. Mozans proceeds to recount with detailed comment the actual achievements of women in the field of pure science, from the early Greek times down to 1914. The chapters are complete essays in themselves. They take up successively the accomplishments of women in mathematics, physics, chemistry, astronomy, archeology, the natural sciences, medicine and surgery. Coming down to modern times, the author eulogizes the work of women such as the late Ellen Richards, Sanitary Chemist at the Massachusetts Institute of Technology; Madame Curie and Donna Ersilla Gaetani-Bovatelli, dean of the department of archeology in the Academy of Lincei, an Italian association on the same order as the French Academy. Mr. Mozans does not think woman is biologically the inferior of man. He quotes John Stuart Mill to the effect that women would do things quite as well and as thoroughly as men if "their education and cultivation were adapted to correcting instead of aggravating the infirmities incident to their temperaments." The conclusion of this admirable survey is inspiring for its breadth and idealism.

What woman's liberation from intellectual bondage and her freedom to devote herself to scientific pursuits means for the future of humanity it is difficult at present to adequately forecast. That

it will contribute immensely to the betterment of social conditions and to the elevation of the masses of humanity, there can be no doubt. Setting free the imprisoned energies of one-half our race means more than doubling mankind's capacity for advancement. For the failure to utilize woman's vast energies pining for an outlet acted as a drag on man's own potentialities and thus retarded to an untold extent the world's advancement. In times past, as has been aptly said, "an enormous amount of the brain power of mankind has been spent or wasted in smiting Philistines hip and thigh, and an enormous part of the brain power of womenkind has been spent cajoling Samson." The romantic idea of treating woman as a clinging vine, and thus eliminating half the energies of humanity, is rapidly disappearing and giving place to the idea that the strong are for the strong, —the intellectually strong; that the evolution of the race will be complete only when men and women shall be associated in perfect unity of purpose and shall in fullest sympathy collaborate for the attainment of the highest and best.

Cora Sutton Castle, in "A Statistical Study of Eminent Women,"<sup>2</sup> calls attention to the "relative variability of the sexes," and the question of psychical sex differences as factors of prime importance in the formation of a theory of education for women. She gives a thorough examination of a group of 868 women who attained varying degrees of eminence. The majority of these were educated women; 38.8 per cent. were writers; 107 contemporary women of distinction. America, although only two centuries old, stands fourth in the production of eminent women, and their longevity is considerably greater than that of the women of England, Scotland, Germany and France. And of the entire 868, the most eminent third lived 3.3 per cent. longer than the least eminent third. Mrs. Castle aims to discover whether "innate inferiority has been the reason for the small number of eminent women, or has civilization never yet allowed them opportunity to develop their innate powers and possibilities."

Practically everything written of late upon this subject goes to show that education for woman has leaped beyond mere academic grounding and prepares woman not only for a position of equality in fact-knowledge with men, but for her special functional activities, for her share of the world's work, for a high conception of her duty to the state, for individuality and freedom. This broadening of education will give her the reflex of a many-sided responsiveness that can only make for harmony in all the relationships of her life.

<sup>1</sup> Woman in Science. By H. J. Mozans. Appleton. 452 pp. \$2.50.

<sup>2</sup> A Statistical Study of Eminent Women. By Cora Sutton Castle. New York: Science Press. 90 pp. \$1.05.



# CURRENT THOUGHT IN THE NEW BOOKS

## INTERESTING PEOPLE AND PLACES

A COUPLE of years ago General Rafael Reyes, ex-President of the Republic of Colombia, made a journey through the more important countries of South America. On his return he wrote a book describing in detail the economic and political situation in the countries he visited. His book, which he entitled "The Two Americas," has now been translated from the Spanish, with notes added by Leopold Grahame. General Reyes, who has served his country as President and as Minister to the United States and important European countries, has never been engaged in any revolutionary activity. His attitude and entire point of view is sane and reasonable. He has an enviable record as an explorer, author, diplomat, and soldier. Latin America he refers to as Ibero-America, meaning thus to include Spanish and Portuguese speaking countries, but not such portions of the new world as have submitted to French domination. This work is the result of General Reyes's own personal experiences and observations throughout the South American republics. He writes stimulatingly, and his work is particularly valuable as reflecting the viewpoint of an eminent Latin American. The purpose of the book, which reflects the conditions governing the relations of Latin-American countries with the United States, is to promote closer commercial and more friendly intercourse between the people of the United States and Latin America. General Reyes brings out clearly what all real students of Latin America know,—the fact that there are great differences between the republics to the southward. He wants to show them at their best, and, at the same time, in a true light, to that influx of European immigration and capital which is bound to follow the opening of the Panama Canal, in order, as he says in his introduction, that "they may be strengthened to labor side by

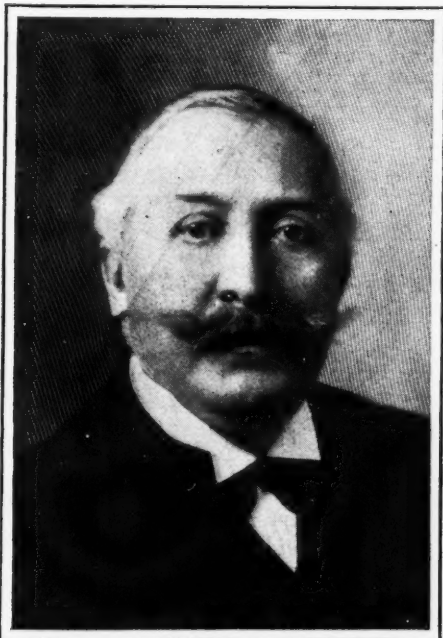
side with the great republic of the north for the glorification of America as a whole."

We have already noted in these pages two books of the "South American Series" being brought out in this country by the Scribners: "Latin America," by Señor F. Garcia-Calderon, and "Colombia," by Phanor J. Eder. The third book in the series treats "Ecuador," and is by C. Reginald Enock,

F.R.G.S., who is already known as the author of works on the Andes, Peru and Mexico.

The republic of Ecuador is one of the least known states of South America. It is, nevertheless, from its history and its present-day topography, one of the most interesting countries in the world. It was upon the Ecuadorian coast that Pizarro first learned of the existence of the Inca Empire lying beyond the Andes, an empire where, a thousand years ago, there flourished an ordered social system "superior in certain respects to anything that the world had produced." Geographically Ecuador is absorbingly interesting. Within its territory the great range of the Andes mountains reaches its greatest height and sublimity of scenery. "Nothing can exceed the stupendous grandeur of snow-covered volcanoes, extinct or active, which forms the approach to Quito and terminates near the equator." Mr. Enock handles the subject with that breadth and sympathy of view that characterizes the cultured, traveled Englishman. He concludes with the expression of belief that, "like its neighbors, Peru, Colombia, and others, Ecuador should be open to a fuller sympathy on the part of European nations and the United States, and susceptible to greater industrial coöperation therewith." The volume is illustrated.

The mountaineers of the American South are marked apart from all other folk of our country



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GEN. RAFAEL REYES, EX-PRESIDENT OF COLOMBIA,  
TRAVELER AND AUTHOR

<sup>1</sup> The Two Americas. By Rafael Reyes. Stokes. 324 pp. \$2.50.

<sup>2</sup> Ecuador. By C. Reginald Enock. Scribners. 375 pp., ill. \$3.

by dialect, by custom, by character, and by self-conscious isolation. This is so true that to them everyone, be he of ten generations Boston, Chicago, New Orleans, or San Francisco ancestry, is "a furriner." This mountain folk, who still live in the eighteenth century, are, nevertheless, a people of keen intelligence and strong initiative. They are, however, "enmeshed in a labyrinth that has deflected and repelled the march of our nation for three hundred years."

This people and their strange home land, Appalachia, of the existence of which the New Yorker is only dimly conscious, and of which he and the rest of the world know nothing, have never been adequately described, although fiction as written by James Lane Allen, John Fox, Charles Egbert Craddock, and others have given us odd appealing pictures of them. A new descriptive book, written with a good deal of authority, has been brought out under the title "Our Southern Highlanders," by Horace Kephart. These "Cracker" mountaineers, Mr. Kephart reminds us, despite the fact that they are parceled out among eight different States, and without annals are one in speech, manners, experiences, and ideals. The Scotch-Irish and the Pennsylvania Dutch ancestry of some of these people is traced by Mr. Kephart, also their deterioration as soon as population began to press upon the limits of subsistence. Their isolation prevented them from moving west with the tide of our population growth, and gradually the severe conditions of their life enfeebled them physically and mentally.

To-day, however, they are face to face with a mighty change. "The feud epoch has ceased throughout the greater part of Appalachia. . . . Everywhere the highways of civilization are pushing into remote mountain fastnesses. . . . The timber and the minerals are being garnered. . . . Along with this economic revolution will come inevitably good schools, the newspaper, a finer and more liberal social life. . . . The highlander at last is to be caught up in the current of human progress."

The more mature scientific results of Colonel Roosevelt's exploration trip to Africa during 1909-10 have now appeared in two splendid volumes: "Life Histories of African Game Animals."<sup>2</sup> In the preparation of this work Mr. Roosevelt was assisted by Edmund Heller, while the many illustrations are from photographs taken by the expedition itself and from other sources, and from drawings by Philip R. Goodwin. There are also forty faunal maps. In his preface, Colonel Roosevelt calls our attention to the fact that this work is nothing more than a faithful account of what the expedition itself observed, and he modestly

claims its value to be in the light it throws upon the behavior of animals in their natural environment. Even the casual reader is impressed by the wealth of detail, and the straightforward, first-hand-knowledge method of treatment makes the work so convincing. It treats of the description and history of the countries visited, gives a history of the fauna and flora, then divides itself into chapters, each one considering different animals. There is a bibliography of East Equatorial Africa, and an excellent index.

A good book to read in connection with reports of Colonel Roosevelt's explorations in Brazil is Joseph F. Woodroffe's story of his experiences in "The Upper Reaches of the Amazon."<sup>3</sup> There is a great deal about rubber, and the famous, or infamous, Putumayo district, with an illuminating chapter on the Madeira River.

Another story of the travels of an intellectual tramp is Mr. A. Loton Ridger's "A Wanderer's Trail."<sup>4</sup> Beginning his career as a clerk with a London insurance company, Mr. Ridger went to Japan, thence to San Francisco. From this Pacific center his journeys radiated all over the globe. He has had adventures, and knows how to tell them.

A frank presentation of "the interesting points of large business enterprises" is the general theme of a new series of books to be generally entitled "The Romance of Big Business." This series is brought out not only as an aid to investors in great enterprises, but also to a public which is demanding "that far-reaching corporations shall give an account of their stewardship." The

first volume in the series is entitled "Conquest of the Tropics."<sup>5</sup> It is the story of the creative enterprises conducted by the United Fruit Company, and has been very entertainingly and informally presented, with many illustrations, by Frederick Upham Adams. The United Fruit Company, which deals mainly in bananas and sugar, has always claimed that its aim was to aid in linking the United States commercially and industrially with the tropics. The corporation has taken an honorable part in sanitation and the transportation development of the lands which it controls.

A contrast to this is the round-the-world trip, at the age of eighty-eight, alone, made by W. Spooner Smith, who, in "Travel Notes of an Octogenarian,"<sup>6</sup> tells how he was made over and advises other old people to go and do likewise.

<sup>2</sup> Life-Histories of African Game Animals. 2 Vols. By Theodore Roosevelt. Scribner. 1218 pp., ill. \$10.  
<sup>3</sup> The Upper Reaches of the Amazon. By Joseph F. Woodroffe. Macmillan. 304 pp., ill. \$3.

<sup>4</sup> A Wanderer's Trail. By A. Loton Ridger. Holt. 403 pp., ill. \$3.

<sup>5</sup> Conquest of the Tropics. By Frederick Upham Adams. Doubleday, Page. 368 pp., ill. \$2.

<sup>6</sup> Travel Notes of an Octogenarian. By W. Spooner Smith. Boston: Richard G. Badger. 215 pp., ill. \$1.50.



A FAMILY OF SOUTHERN HIGHLANDERS  
(Reproduced from Mr. Kephart's book noticed on this page)

<sup>1</sup> Our Southern Highlanders. By Horace Kephart. New York: Outing Publishing Company. 395 pp., ill. \$2.50.

Still another literary and pleasure circumnavigation of the globe is described by G. L. Morrill, pastor of a Minneapolis church, in his easy, good-humored little volume entitled "Golgightly 'Round the Globe."<sup>1</sup>

A traveler of long experience in New Zealand, Mr. Malcolm Ross, advises those who are tired of the European Alps to take a journey to view Southern New Zealand and its snow peaks. He writes a cheerful account of his adventures and illustrates it with some impressive pictures of mountain scenery.<sup>2</sup>

Still more mountain-climbing in another region, among higher peaks, is described in Lieutenant-Colonel C. G. Bruce's "Kulu and Lahoul." These names, which mean nothing to us of the West, are mountainous regions in the Himalayas on the Thibetan border.<sup>3</sup>

A popular-priced edition, new and revised, of Sir Ernest H. Shackleton's great work, "The Heart

of the Antarctic," has been brought out in one volume by Lippincott with illustrations.

Tourists go on making literary travel books about Greece. Mrs. R. C. Bosanquet, who has shared her husband's fame in the Department of Classic Archeology in the University of Liverpool, does this sort of travel book better than the average. Her "Days in Attica"<sup>4</sup> is full of classical allusion and modern human interest. There are many illustrations and plans.

Under the alluring title, "The Amazing Argentine,"<sup>5</sup> John Foster Fraser tells of this new land of enterprise in the far South. The extraordinary advance of the Argentine Republic in the arts of trade and general progress are set forth to the accompaniment of some impressive illustrations. Great Argentine business enterprises are described, and some illuminating paragraphs are given on the general social life in Buenos Aires and other large cities.

## SOME NOTEWORTHY BIOGRAPHIES

THE recollections of such a veteran publisher and man of affairs as George Haven Putnam cannot fail to be stimulating and suggestive to everyone who is interested in the development of public spirit in American history. Major Putnam's "Memories of My Youth"<sup>6</sup> (1844-1865), recently issued, includes a record of three visits to England, experiences as a student at the Universities of Paris, Berlin, and Göttingen, and a record of strenuous service in the Civil War, from September, 1862, to September, 1865, during which time Mr. Putnam was Major of the 176th Regiment New York Volunteers. While in the army he was imprisoned in Libby and Danville, and a very interesting record of these experiences is given. It is interesting to remember the fact, as Mr. Putnam records it in his introductory note, that, while English by birth, he took advantage of an arrangement made, when he was only nineteen, between the American and British governments, under which a son born in England of American citizens could, when arriving at the age of twenty-one, decide whether he would be an American or British citizen. Major Putnam records this in the last sentence of his volume: "I remember my satisfaction at being able, in October, 1865, to register my name for my first legal vote. I felt that I had fairly earned my citizenship."

A companion volume, which will be largely interesting from the contrast it presents to Mr. Putnam's reminiscences, is "Memoirs of Youth" (1847-60), by Giovanni Visconti-Venosta, translated from the third Italian edition by William Prall, with an introduction by William Roscoe Thayer.<sup>7</sup> This, it will be remembered, is the life story of the eminent Italian diplomat who played an important part in the unification of Italy. Signor Visconti-Venosta writes with a style which the

Italians call *simpatico*, which is what we English-speaking folk call sympathetic,—only much more so.

Two of the Stokes biographies of "Great Men" to appear recently are on "Pasteur" and "Dickens."<sup>8</sup> These, says the editor of the series, are intended to be concise "lives," neither too long nor too short. There are frontispiece portraits.

The central and dominating figure of Californian history during the early period of Spanish occupancy was the great pioneer among the first civilizers of our Pacific Coast, Father Junípero Serra, a Franciscan monk.<sup>9</sup> The author of this biography, which has just appeared, says that he ranks among the world's noblest intellectually and spiritually.

A lively story of James, Duke of Monmouth, is the subject of a biographical sketch which the author, Mrs. Evan Nepean, has entitled "On the Left of a Throne."<sup>10</sup> Though his image has been battered out of all shape by history past and present, Mrs. Nepean seems to be able to make him rather human again.

Horace Traubel, that keen, artistic-souled biographer of Walt Whitman, has brought out his third work: "With Walt Whitman in Camden."<sup>11</sup> This covers the days from March 28, 1888, to January 20, 1889. It is packed full of correspondence, notes, and reminiscences, and has a number of excellent illustrations.

<sup>1</sup> Days in Attica. By Mrs. R. C. Bosanquet. Macmillan. 348 pp., ill. \$2.

<sup>2</sup> The Amazing Argentine. By John Foster Fraser. Funk & Wagnalls. 291 pp., ill. \$1.50.

<sup>3</sup> Memories of My Youth. By George Haven Putnam. Putnam. 441 pp., ill. \$2.

<sup>4</sup> Memoirs of Youth Things Seen and Known 1847-1860. By Giovanni Visconti-Venosta. Houghton Mifflin. 463 pp. \$4.

<sup>5</sup> Louis Pasteur. By Albert Keim and Louis Lumet. Stokes. 243 pp., ill. 75 cents.

<sup>6</sup> Charles Dickens. By Albert Keim and Louis Lumet. Stokes. 237 pp., ill. 75 cents.

<sup>7</sup> Junípero Serra: The Man and His Work. By A. H. Fitch. Chicago: McClurg. 364 pp., ill. \$1.50.

<sup>8</sup> On the Left of a Throne. By Mrs. Evan Nepean. Lane. 246 pp., ill. \$3.

<sup>9</sup> With Walt Whitman in Camden. Vol. 3. By Horace Traubel. Mitchell Kennerley. 590 pp., ill. \$3.

<sup>1</sup> Gologically 'Round the Globe. By G. L. Morrill. Chicago: M. A. Donahue and Company. 216 pp., ill. \$2.10.

<sup>2</sup> A Climber in New Zealand. By Malcolm Ross. Longmans, Green. 316 pp., ill. \$4.

<sup>3</sup> Kulu and Lahoul. By C. G. Bruce. Longmans, Green. 307 pp., ill. \$3.50.

<sup>4</sup> The Heart of the Antarctic. By Ernest H. Shackleton. Lippincott. 368 pp., ill. \$1.50.

## A GROUP OF NEW BOOKS ON PSYCHOLOGY

DR. MORTON PRINCE, in his new work on psychology, "The Unconscious,"<sup>1</sup> continues his studies of the fundamentals of human personality, normal and abnormal, and starts at the beginning of the great work of the future as outlined by Bergsen: "To explore the most sacred depths of the unconscious, to labor in what I have called the sub-soil of consciousness, that will be the principal task of psychology in the century which is opening."

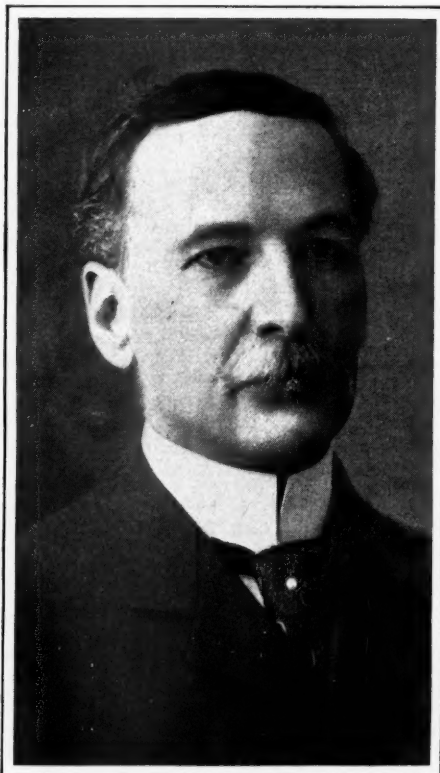
It is Dr. Prince's intention that this book shall serve as an introduction to the study of abnormal psychology. He does not develop theories, but places before the student a vast amount of the fruit of investigation. He divides the sub-conscious into two divisions for purposes of examination,—the unconscious, neural dispositions and processes, and the co-conscious,—the actual sub-conscious ideas that do not merge into our field of conscious awareness save as phenomena, the source of which we must seek in the fundamentals of personality. The development of these fields leads to a consideration of the divisions of memory, the meaning of ideas, the conservation of experience, and like topics. The chapter on the organization of unconscious complexes and their periodic recurrence suggests self-study that will benefit anyone who will make observations along the lines laid down by the author.

Concerning human efficiency, Dr. Prince writes that we must learn to utilize the sub-conscious before we can approximate the use of even an average amount of our potential force in the building of character and in the harmonizing of diverse elements of personality. In the light of this statement, the necessity for psychical research is forced upon us, the more so since there can be no hard line between the conscious and the unconscious. In his discussion of dreams, Dr. Prince ventures farther than Professor Bergsen. "A dream," he believes, "may be a symbolical expression of almost any thought to which a strong emotional tone has been linked,—a cryptic, symbolic expression of a logical sub-conscious process." Experiences are

preserved in a stratum of consciousness that is outside our normal state. A dream may reproduce memories in varying forms as interpreted in that stratum of which the exterior consciousness has no cognizance, and the dreams, like the experiences, belong inviolably to the personality of the dreamer.

Professor Henri Bergsen, in "Dreams,"<sup>2</sup> endeavors to explain the legions of active illusions that function in that which we call the dream state. Before he considers the phenomenon of dreams, he analyzes the phenomenon of sleep, which he

considers to be,—broadly speaking,—a state of disinterestedness. A person may be said to sleep to the extent that he becomes disinterested; and, as we cannot become even in sleep wholly disentangled with the web of life, we wander in a maze of the phantoms of our own interests and desires, flying about in an unfocused psychical life and lacking the control of the will. This maze may be symbolical, or it may by mental metamorphosis, a faculty so common in children, transform the material of dreams into its suggestive possibilities,—a lighted candle may become in a dream a great conflagration, and so on. M. Bergsen thinks it possible that the mind in deep sleep may traverse regions remote in time and space, but that this postulate must be proved by the expert psychologists of the coming century. It is interesting to note, in connection with the publication of this essay, that Professor Bergsen has recently accepted the presidency



DR. MORTON PRINCE  
(Whose new book on psychology, "The Unconscious,"  
is noticed on this page)

of the British Society for Psychical Research.

"Psychology and Social Sanity"<sup>3</sup> closes the series of Professor Münsterberg's books on the applications of modern psychology. There are ten papers that discuss questions pertinent to the interests of the hour. Roughly speaking, they may be said to center in the application of psychology to human efficiency and welfare, not only as regards vocation and "economic placing," but also as regards

<sup>2</sup> Dreams. By Henri Bergsen. Huebsch. 57 pp. 60 cents.

<sup>1</sup> The Unconscious. By Dr. Morton Prince. Macmillan. 549 pp. \$2.

<sup>3</sup> Psychology and Social Sanity. By Hugo Münsterberg. Doubleday, Page. 320 pp. \$1.25.



the building of character and the conservation of morals. As the social analyst Professor Münsterberg is at his best. In his review of "Socialism," his sanity is brilliantly displayed in upholding the desirability of inequality, rather than equality, as an ideal soil for growth of the individual. He looks to the dawn of social salvation from above, rather than from below,—from capitalistic society "conscious of its duties." The chapter on "Sex Education" advises the maintenance of the so-called "conspiracy of silence" lest we destroy the harvest of ideal values. The "Intellectual Underworld" attacks the mediums, palmists, soothsayers, and fortune-tellers of all kinds that prey upon crude intellects. "Efficiency on the Farm" suggests a kind of intensive fertilization of the minds of our fifty millions of rural population to the end of the economy of national resources. "Society and the Dance" calls attention to the "wonderful gifts" and the "treacherous perils" the recent dance craze may bring to the community. Dr. Münsterberg bids our social conscience choose whether the future will admit the "lady or the tiger." "Thought Transference," "The Mind of the Jurymen," "Social Sins in Advertising," "The Mind of the Investor," and "Naïve Psychology" round out the scope of this useful and suggestive work.

All the recent psychological investigation looks toward the proving that there is, according to Mr. H. Addington Bruce, an "abiding self" . . . the hypothesis of a continuous, unitary ego, inclusive of, and superior to, all changing selves of outward manifestations, and possessing powers thus far little utilized; but under certain conditions utilizable for our material, intellectual, and moral betterment. Much evidence in support of this view is presented in the chapters of his latest book, "Adventurings in the Psychical," a kind of sequel to the "Riddle of Personality," published six years ago. It is one thing to set down the results of investigation carefully and another to make them intensely interesting to read. Mr. Bruce succeeds in producing a narrative of piquant

literary texture out of his psychical investigations. The spirit of his discussion is displayed in the opening paragraph: A witty Frenchwoman was once asked if she believed in ghosts. "No, not at all," was her reply, "but I am terribly afraid of them." The chapters include: Ghosts and Their Meanings; Why I Believe in Telepathy; Clairvoyance and Crystal-Gazing; Automatic Speaking and Writing; Poltergeists and Mediums; The Subconscious; Dissociation and Disease, etc. With Professor Münsterberg, he finds the knowledge of hidden powers useful to solve life's problems and develop mental attainments that will triumph over most of our hampering limitations.

John Rompapas makes a simple and modest statement of his philosophy in "The Book of My Life," which is a daily log-book of his discoveries while investigating the degree to which the forces of attraction and repulsion influence human life. He tells how to come to a state of freedom from self,—to begin the work of self-creation. Perfect human love is pictured as a condition of alternating equality between man and woman.

Edwin Holt concedes philosophy to be grounded in a unity of facts which are the "concrete whole of experience." Therefore his book, "The Concept of Consciousness," does not adhere strictly to any system or systems, but builds a definition of consciousness out of a composite conception drawn from various sources. While in the main this book is for the scholarly, for the person with the philosophical turn of mind, its dialectic is simply expressed, and the real lover of knowledge will be amply rewarded for reading it. The chapters,— "The Renaissance of Logic," "Memory, Imagination, and Thought," and "The Emancipation of Physiology from Philosophy,"—are notable for their breadth of treatment and freedom from intellectual bias. To more than touch upon a volume of highly specialized philosophic thought is not possible save in a review that would be an essay upon the book.

## HISTORY HUMANLY WRITTEN

A NEW book by the celebrated Italian philosopher and historian, Guglielmo Ferrero, "Ancient Rome and Modern America," is a comparative study of morals and manners in the Roman commonwealth and the United States of to-day. Ever since the appearance of Dr. Ferrero's masterpiece, "The Greatness and Decline of Rome," the history-reading public of the western world has come to look upon him as an authority on the continuity of history. A great deal of valuable stimulation is to be found on every page of the writings of this Italian historian. In this book he reviews with his usual brilliancy and suggestion the tendencies conspicuous in Roman society and their duplication or antithesis in the American society of to-day. These tendencies include the problems of bossism and of public extravagance, the getting of big fortunes, the concentration of wealth, and the increase in the cost of living. There are many phenomena in Roman civilization, says Dr. Ferrero, that "to-day are characteristic of Ameri-

can society, phenomena to be sought in vain in European civilization."

The second volume of Professor Firth's pictorial edition of Lord Macaulay's "History of England" was presented to the public last month. Those interested in rereading Macaulay as embellished with hundreds of reproductions of contemporaneous portraits, plans, views of places, useful maps, and facsimiles of documents, letters, bulletins, and broadsides as preserved in public and private collections, will await the appearance of Professor Firth's successive volumes with eagerness, and will read and study them with unflagging delight. This second volume contains nearly two hundred such illustrations, most of them full page, and it has eight admirable full-page plates in color, most of them from portraits in the National Portrait Gallery. The volumes are paged consecutively, and the present one, like the first, includes four chapters of the famous history, carrying the narrative through the period from 1685 to 1688.

<sup>1</sup> "Adventurings in the Psychical." By H. Addington Bruce. 318 pp. \$1.35.

<sup>2</sup> "The Book of My Life." By John Rompapas. New York. The Rabelais Press. 194 pp. \$1.

<sup>3</sup> "The Concept of Consciousness." By Edwin Holt. Macmillan. 339 pp. \$3.25.

<sup>4</sup> "Ancient Rome and Modern America." By Guglielmo Ferrero. Putnam. 352 pp. \$2.50.

<sup>5</sup> "Macaulay's History of England." Edited by C. H. Firth. Macmillan. 550 pp., ill. \$3.25.

Some very scholarly and creditable work is now being done under the auspices of the Illinois State Historical Library. The most recently published evidence of this work is in the form of a volume in the bibliographical series of the "Collections" entitled "Travel and Description, 1765-1865."<sup>1</sup> There are really two other bibliographies included in the same volume,—one of county histories and atlases and one of Territorial and State laws.

We have the first volume of "A History of the National Capital,"<sup>2</sup> by Wilhelmus Bogart Bryan. This contains a carefully compiled record of the founding and progress of Washington City down to the period of British occupation and the burning of the capitol in 1814. This volume has a separate index and it is understood that the history of the capital city down to the present time will be completed in a second volume.

More than 540 letters of Richard Henry Lee<sup>3</sup> have been collected and edited in two volumes by Dr. James Curtis Ballagh, of the University of Pennsylvania. The first volume appeared about three years since, and contained letters written prior to and during the Revolutionary War, down to the year 1779. The second volume contains more than 290 letters written during the last

fifteen years of Lee's life, 1779-1794. Besides Lee's services as Member of Congress, Virginia Assemblyman, President of Congress, and first United States Senator from Virginia, he was in correspondence with scores of persons who were conspicuous in home and foreign affairs during a vastly important period in American history.

An enterprise of great importance to historical students has been undertaken and carried to a successful completion by Professor Herbert E. Bolton, of the University of California.<sup>4</sup> Professor Bolton has translated and annotated from the original Spanish and French manuscripts, chiefly in the archives of Mexico and Spain, documents relating to the activities of Athanase de Mézières, who was the foremost Indian agent and diplomat of the Louisiana-Texas frontier, 1768-1780. It was de Mézières, who, in the capacity of tenth Governor of Louisiana, established Spanish rule in the Red River valley. Professor Bolton's primary aim in publishing these documents, however, was not merely to record the activities of de Mézières. In his papers is to be found more historical information relating to the French and Spanish régimes than has ever before been published in the English language. These two volumes are a substantial contribution to the history of the Southwest.

## A FEW NEW BOOKS ON PUBLIC QUESTIONS

IT is one of the distinctions of Mr. Taft's presidency that he was personally willing to refer all questions, even those involving national honor, to arbitration. However his countrymen may have differed from him as to the advisability of this point of view, and however the Senate may have rejected his overtures, the fact remains that universal peace between nations was one of Mr. Taft's avowed policies and a subject in which he was personally vitally interested. In connection with his addresses on the subject of universal peace, which have appeared individually as articles in the *Independent*, his lectures during the winter of 1913-14, under the auspices of the New York Peace Society, have now been published in book form, by Scribner's, under the title "The United States and Peace."<sup>5</sup> The subjects considered are: "The Monroe Doctrine: Its Limitations and Implications"; "Shall the Federal Government Protect Aliens in Their Treaty Rights?" "Arbitration Treaties that Mean Something," and "Experiments in Federation for Judicial Settlement of International Disputes."

In the period of the Taft administration it will be remembered that a number of addresses were given on special occasions by Attorney-General Wickersham, who was recognized as preëminently the spokesman of the administration on the sub-

jects of government monopoly and trust regulation. These various addresses reflected to an unusual degree the administration's attitude toward the public questions which came up from time to time for settlement. They have now been brought together in a single volume entitled "The Changing Order,"<sup>6</sup> which, because of the important nature of the problems discussed, is likely to have a wide reading.

To Professor Seligman's masterly study of the income tax, published three years ago, has now been added a chapter devoted to the federal income-tax law of 1913, while the chapter on State income taxes has been rewritten so as to include a description of the Wisconsin system. As thus revised, with its complete and comprehensive treatment of the historical side of the subject, Professor Seligman's book is, to say the least, the most authoritative work on this form of taxation in the English language.<sup>7</sup>

A recent debate on socialism between Morris Hillquit and Father John A. Ryan, which originally appeared as consecutive chapters in *Everybody's Magazine*, has now been published in book form under the title "Socialism: Promise or Menace?"<sup>8</sup> The opposing arguments are presented with completeness and good humor, and each of the debaters is well qualified to speak from his particular point of view. A great deal of information is packed in these pages, and the argu-

<sup>1</sup> Travel and Description, 1765-1865. By Solon Justus Buck. Springfield, Illinois: Illinois State Historical Library. 514 pp., ill.

<sup>2</sup> A History of the National Capital. Vol. I. By Wilhelmus Bogart Bryan. Macmillan. 669 pp. \$5.

<sup>3</sup> The Letters of Richard Henry Lee. 2 Vols. Edited by James Curtis Ballagh. Macmillan. 1075 pp. \$5.

<sup>4</sup> Athanase de Mézières and the Louisiana-Texas Frontier 1768-1780. 2 Vols. Translated and edited by Herbert Eugene Bolton. Cleveland, Ohio: The Arthur H. Clark Company. 743 pp. \$10.

<sup>5</sup> The United States and Peace. By William H. Taft. Scribner. 182 pp. \$1.

<sup>6</sup> The Changing Order. By George W. Wickersham. Putnam. 287 pp. \$1.25.

<sup>7</sup> The Income Tax. By Edwin R. A. Seligman. Macmillan. 743 pp. \$3.

<sup>8</sup> Socialism: Promise or Menace? By Morris Hillquit and John A. Ryan. Macmillan. 270 pp. \$1.25.

ment, it will be admitted by the reader, is well put.

In the autumn of 1913 the daily papers were filled with accounts of the remarkable experience of Mr. Thomas Mott Osborne, chairman of the New York State Prison Reform Commission, who passed a week of voluntary confinement in the State Prison at Auburn. For a few days this was a newspaper sensation, and then was forgotten by the general public. By Mr. Osborne himself, however, it could not be forgotten, and the story of that week's experience has been vividly narrated by him in a volume entitled "Within Prison Walls."<sup>1</sup> In this book Mr. Osborne gives his reasons for making this unusual experiment and suggests rather than definitely outlines certain reforms in the State's treatment of its criminal class, which he regards as fundamental and imperative. The striking thing about the book, however, is not the contribution that it makes to the science of penology, but the revelation that it gives of the "essential goodness,—the divine element,—that persists in human nature even under the most adverse conditions. In his self-forgetful effort to learn for himself what prison life really was, in order that outside prison walls he might work to better the environment of those confined within, Mr. Osborne was met half way at every turn by the self-sacrificing spirit of some convict, perhaps a "lifer," to whom even the prospect of pardon was less attractive than the hope that by remaining in prison he might better the lot of the unfortunates who were all about him. The result was that when Mr. Osborne left the prison he declared that, so far from being free, he felt himself "bound evermore by ties that can never be broken to my brothers here within the walls. My sentence, originally indeterminate, is for straight life without commutation or parole." In



MR. THOMAS MOTT OSBORNE, WHO HAS WRITTEN AN ABSORBINGLY INTERESTING BOOK ON HIS EXPERIENCES IN AUBURN

other words, Mr. Osborne determined to give the rest of his life to the cause of prison reform.

## FIVE FICTION BOOKS OF QUALITY

THOSE who are musically inclined will appreciate Baron von Wolzogen's musical novel, "Florian Mayr,"<sup>2</sup> a brilliant, humorous work recently translated from the German by Edward Breck and Charles Harvey Genung. It gives a picture of musical Bohemia, of the joys and trials of lives where the worship of music and musical genius amounts to a passion. It is valuable as a historical document for its fine portrait of Franz Liszt and the whole musical circle of his time in Weimar. Less subtle than George Moore, von Wolzogen's gives more detail and sustains his narrative on a plane of piquant gayety. "Florian" is an unsophisticated young pianist, whose impulsive temper continually gets him into trouble. His fiancée, Fräulein Thekla, a dashing Hungarian pianiste, an absurd villain and various minor characters drawn largely in the spirit of caricature provide much of the merriment. Baron von Wied, who hates music, gives one of the few serious notes. He calls music a soulless jelly fish that absorbs the artistic impulses of the millions at the expense of the serious arts and defines the music cult as "simply a disease of modern civilization," one that destroys the power to think. Baron Ernst von Wolzogen is an all-around genius. The

late Percival Pollard wrote of him: "For sheer versatility no artist of modern times has surpassed von Wolzogen. He has been actor manager, poet, composer, novelist, militant minstrel, and many other things . . . there is hardly a department of literary activity in which he has not achieved considerable work."

The story of a real boy for adult readers of the genre quality of "Huckleberry Finn" is "Penrod,"<sup>3</sup> Booth Tarkington's recent novel. Penrod, it seems, is a rascal, but, as one critic has put it, a glorious rascal. He is always getting into mischief and always being found out, and then being invited into the woodshed by an irate parent. There are many strenuous adventures which are recorded of this delightful boy, with all the boy's best characteristics and a lovable boy's heart.

William Butler Yeats's "Red Hanrahan"<sup>4</sup> stories are issued in a revised edition, together with another collection of his stories, "The Secret Rose." The Hanrahan series Yeats rewrote in 1894 in the soft country speech of Kiltartan to bring them nearer "to the tradition of the people among whom he or some likeness of him drifted or is remembered." There are seven of these tales and they

<sup>1</sup> Within Prison Walls. By Thomas Mott Osborne. Appleton. 328 pp. \$1.50.

<sup>2</sup> Florian Mayr. By Ernst Baron von Wolzogen. Huebsch. 402 pp. \$1.35.

<sup>3</sup> Penrod. By Booth Tarkington. Doubleday, Page. 348 pp., ill. \$1.25.

<sup>4</sup> Stories of Red Hanrahan. By W. B. Yeats. Macmillan. 231 pp. \$1.25.

are accounted among the best of Yeats's prose work. Their mystery is simply mystery,—a little gentle,—not above or beyond humble understanding, and their restraint makes for beauty. Taken altogether they symbolize as their author writes,—“the war of spiritual with natural order.”

The “Secret Rose” gathers together nine short stories and one long one,—“Rose Alchemica.” They lead away into a land of shadows where no man may say what is real and what is unreal,—to formless energy and immaterial ecstasy. That they seem unfinished, lacking in definiteness is due to Yeats's state of mind during the period of their composition. He has confessed to seeking only lyrical moments and intellectual essences, for he had come to care for nothing but impersonal beauty. The “Secret Rose” symbolizes pure spirit; the petals of the rose are the innumerable bodiless gods whose feet unseen walk over winds and waves, and who distil into the minds of men the imperishable fragrance of beauty.

A work of fiction that is far more than a mere story is “The Last Shot,”<sup>1</sup> by Frederick Palmer,

the war correspondent. Among the wars that have afflicted mankind in the last twenty years, there is none of any importance of which Mr. Palmer has not been an eyewitness. Outside of military and naval circles, there is probably no man living who has a more accurate and complete acquaintance with the technique of modern warfare to its minutest details than Mr. Palmer. This equipment, combined with a superior ability as a writer, has enabled the author of “The Last Shot” to satisfy in an unusual degree the curiosity of those who are always asking the question: What would happen if two great adjoining nations should go to war to-morrow? The leading character of the story is a young woman living upon the frontier of one of the two contending nations, and each of her lovers ranks high in one of the opposing armies. Each nation is conceived as perfectly equipped and organized according to modern military standards, and from these premises Mr. Palmer has constructed a drama rather than a novel, in which the human-interest element is ever present and dominates even the military phases of the narrative.

## POEMS NEW AND GOOD

A FEW readers of verse will perhaps remember “Songs of the Army of the Night,”<sup>2</sup> a book of revolutionary poems, by Francis Adams, published in Australia in 1887, and depicting the character of socialistic thought in England forty years ago. Two partially complete editions were brought out afterwards,—one in England in 1890 and a posthumous collection of his poems in 1894. These are long out of print, therefore a new edition is offered which contains a remarkable poem not included in any of the previous collections, “The Mass of Christ.”

Francis Adams was a fiery Socialist; he tried to express through his literary work the emotions of the working classes,—their miseries, their revolt. He was Scotch by descent, the son of Francis Leith Adams, a scientist and army surgeon. He was born at Malta, in 1862, educated in England. In 1884, he went to Australia and worked on the staff of the *Sydney Bulletin*. In 1890 he returned to England, his health broken by consumption, a malady he had inherited,—only to seek death by his own hand at Margate in 1893. Such is the barest outline of his life. To fill in the context one could write a volume, for Francis Adams was unique among men and among Socialists. Mr. Henry S. Salt, his editor, says that Adams' life was the “incessant struggle of a proud and courageous spirit against poverty and disease” and that his temperament “sharpened by suffering and disappointment, found such poignant expression in keen, fierce lyrics, on fire alike with love and hate, which express the passionate sympathies and deep resentments of the modern revolutionary movement somewhat as Elliot's ‘Corn Law Rhymes’ and Brough's ‘Songs of the Governing Classes’ spoke to the troubled spirit of their times.”

The published works of Francis Adams include twelve volumes of essays, criticism, poems, and fiction,—the autobiographical novel, “A Child of

the Age,” and a drama, “Tiberius,” published in 1894, a year after his death. Whether we agree with him or not, he was one of those rare souls who by their fine passion of revolt bring in closer cohesion the forces that work together for good. That he knew, for he wrote:

“Beyond the lampless sleep and perishing death,  
That hold my heart, I feel my New Life's  
breath,—  
I see the face my Spirit-shape shall have  
When this frail clay and dust have fled the grave.

Beyond the Night, the death of doubt, defeat,  
Rise dawn and morn, and life with light doth  
meet  
For the great cause, too,—sure as the Sun, you  
ray  
Shoots up to strike the threatening clouds and  
say:  
I come, and with me comes the Victorious Day.”

Mr. Louis Untermeyer's poetical credo is that a poet must not get his poetry from other poetry; he must be faithful unto “things.” Vistas, events, people, the touch and go of life must concern him, not a patterned preconceived imagery about them. There is a certain contradiction involved in this statement, for the poet who sings of “things” and the poet who sings of patterns must necessarily be faithful to both, since above the real is the ideal and he who knows the one must know the other. The gist of the matter lies in the poet's natural bent and his ideas of the end and aim of poetry. Mr. Untermeyer does not confine his verse to realism as the poems “Haunted” and “To Isadora Duncan Dancing” reveal.

As for the public it will continue to give proportionate attention to the poetry of high vision and that of realism, for the public in a larger measure echoes the individual and is divided against itself. Then, it must be remembered that poetry is not a magic sack out of which one may draw the seven wonders of the earth. It gives forth largely what the reader puts into it,—the “primrose by the river's rim,”—or according to

<sup>1</sup> The Last Shot. By Frederick Palmer. Scribner, 517 pp. \$1.35.

<sup>2</sup> Songs of the Army of the Night and “The Mass of Christ.” By Francis Adams. Kennerley. 125 pp. \$1.



our perceptions all that the universe contains. For the present at least imaginative poesy that seeks the dwelling places of the old gods must give way to the poesy that "stabs us wide awake" with the imperiousness of incarnate creation.

Mr. Untermeyer's second book of verse, "Challenge," sends us back to the commonplace and the familiar to find the fulness of life. To him there is no great, no small if one has vision. A moment widens to eternity: the veining of a leaf reveals the orbits of the stars. His sonnet, "Mockery," took first prize in the International poetry contest of 1911, and "Caliban in the Coal Mines" was one of the one hundred poems chosen out of ten thousand for the *Lyric Year*. A spirited defense of American poetry in reply to an article by Mr. John Alvord, the English critic, was contributed to the March number of *Poetry and Drama* by Mr. Untermeyer. Following is a taste of his quality:

#### MOCKERY

"God, I return to you on April days  
When along country roads you walk with me;  
And my faith blossoms like the earliest tree  
That shames the bleak world with its yellow  
sprays.

My faith revives when, through a rosy haze,  
The clover-sprinkled hills smile quietly;  
Young winds uplift a bird's clean ecstasy  
For this, oh God, my joyousness and praise.

But now,—the crowded streets and choking airs,  
The huddled thousands bruised and tossed about,—

These, or the over-brilliant thoroughfares,  
The too-loud laughter and the empty shout;  
The mirth-mad city, tragic with its cares . . .  
For this, oh God, my silence and my doubt."

"Omar or Christ," a poem by N. B. Ripley, published by the Methodist Book Concern, presents a version of orthodox Christian doctrine as an irrefutable answer to Omar Khayyam's assertion: "There was a Door to which I found no Key." Mr. Ripley's poesy is good,—far too good to bear the burden of doctrinal argument. Many lovers of Fitzgerald's version of "Omar" will hardly agree that he meant the bibulous old sage to be a "railing mocker." Some there are who think that beneath the measures of the fatalistic quatrains shines a faith in the "Hand of the Potter" quite as sure as that given by orthodox Christianity.

There is a great deal of fine thought coherently expressed in "Justification," a book of verse by John White that attempts to set forth a theory which the author thinks Herbert Spencer intimated,—"that the theory of evolution is not incompatible with a faith in a benign plan of creation."

"Soul Shadows," a collection of songs and sonnets by Rose M. de Vaux-Royer, might be termed popular poetry in that it is intended to bring comfort and cheer to the human heart rather than to challenge the critical judgment of the literary dilettante. They are helpful songs; many reveal true lyrical beauty.

## LITERATURE AND THE DRAMA

TWO volumes of "Essays and Miscellanies," by Joseph S. Auerbach, are particularly noteworthy for mellowed breadth of judgment on public affairs and a charming literary style. That veteran lawyer and diplomat, Joseph H. Choate, in his foreword to the work, compliments the author on the refreshing graciousness of his style and his broad and deep acquaintance with English literature. Mr. Auerbach has a catholicity of interest in politics, literature, science, and practical affairs. The titles of his essays will show the range of his thought: "The Bible and Modern Life" (he calls the Scriptures the great column which supports the whole fabric of English literature), "Bible Words and Phrases," "The Future in America" (partly in admiration of the writings of H. G. Wells), "English Style," "One Phase of Journalism," "Responsibility of the Community to the Hospital," "The Search of Belisarius," "The Practical World," "A Club," "A Lesson of Bishop Potter's Life," "The Protest of the Democratic Party," "The University Journal," "President Roosevelt on the Trusts," and "Matthew Arnold."

Emma Goldman's studies of dramatic art, "The

Social Significance of Modern Drama," interpret the drama that relegates amusement to a secondary consideration and makes ideals and inspiration of primary importance. She considers the social drama indispensable to those who cannot come in contact with the struggle and the grinding facts of existence, a medium needed to "arouse the intellectuals of this country to make them realize their relation to the social unrest permeating the atmosphere"; and she suggests the wide field that lies before the dramatist who can put his finger on the sectional and national problems of America. Ibsen, Strindberg, Hauptmann, Tolstoy, Shaw, and Galsworthy the author places among those social iconoclasts of our time who realize that man must go "foot free to meet the future." The material covers the prominent works of Scandinavian, German, French, Irish, English, and Russian drama. It is revolutionary only as truth is revolutionary; its teachings are consistent with Miss Goldman's long battle for her own ideas of growth and of freedom.

Volumes VI, VII, VIII and IX of "The German Classics of the Nineteenth and Twentieth Centuries" have come from the publisher. These masterpieces of German literature presented in attractive typographical form, some of them only just adequately rendered into English, have been noticed before in these pages when earlier volumes of the

<sup>1</sup> Challenge. By Louis Untermeyer. Century. 146 pp. \$1.

<sup>2</sup> Omar or Christ. By N. B. Ripley. Methodist Book Concern. 20 pp. 25 cents.

<sup>3</sup> Justification. By John White. Richard Badger. Boston. 65 pp.

<sup>4</sup> Soul Shadows. By Rose M. de Vaux-Royer. The Bookery. 99 pp.

<sup>5</sup> Essays and Miscellanies. 2 Vols. By Joseph S. Auerbach. Harpers. 638 pp. \$3.

<sup>6</sup> The Social Significance of Modern Drama. By Emma Goldman. Boston: R. G. Badger. 315 pp. \$1.

<sup>7</sup> The German Classics of the Nineteenth and Twentieth Centuries. Edited by Kuno Francke. New York: The German Publication Society. Vols. VI, VII, VIII and IX. 2,021 pp., ill. 20 vols. \$90.

series were issued. We have called attention to the excellent character of the work in general and it is only necessary here to note the contents of the new volumes. Heine, Grillparzer, and Beethoven are treated in Volume VI; Hegel, Bettina von Arnim, Immerman, Gutzkow, Grün, Lenau, Mörike, Freiligrath, and Geibel in Volume VII. Volume VIII is devoted to masterpieces of the German Novel of Provincial Life. It includes consideration of Auerbach, Gotthelf, Fritz Reuter, Stifter, and Riehl. Volume IX considers Friedrich Hebbel and Otto Ludwig. It will be remembered that the editor-in-chief of this series is Professor Kuno Francke, of Harvard, assisted by Dr. William C. Howard, also of Harvard. The work was initiated by Dr. Isidor Singer, projector of the Jewish Encyclopedia.

The most widely known of the dramas of Spain's most famous living playwright, José Eche-

garay,—*El Gran Galeoto*,—has had a new translation. "The Great Galeoto," with Echegaray's own prologue, translated by Hannah Lynch, with an introduction by Elizabeth R. Hunt, has been brought out by Doubleday, Page in one of their "Drama League" series of plays. Those who know Echegaray will agree that this is his greatest work. Written in 1881, it is still one of the most popular plays of Spain. "Galeoto" is the impersonal villain; he is the "gossiping everybody"; he is the "they" of "they say." The title is best explained in a sentence taken from one of the speeches of Ernesto in the play. "Let a man and woman live happily in tranquil and earnest fulfillment of their separate duties. . . . One morning somebody takes the trouble to notice them, and from that moment, behold society, without aim or object, on the hunt for hidden frailty and impurity. . . . And the terrible thing is that, while it begins in error, it generally ends in truth."

## THE GARDEN, TREES, AND FLOWERS

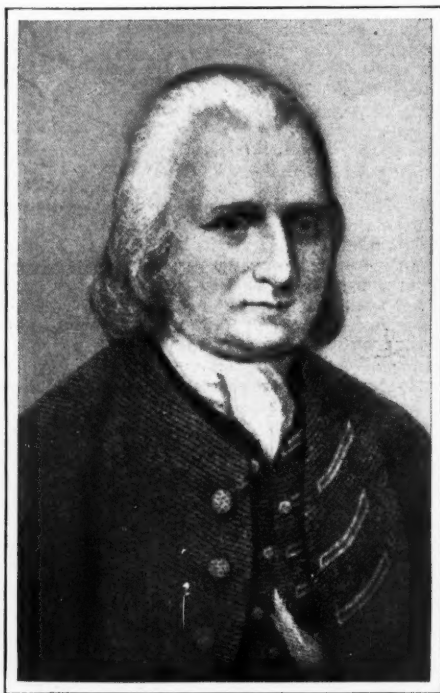
THE need of a practical book on the subject of garden architecture is equally apparent whether the owner of a property himself works

out its ornamental development or whether he places the work in the hands of a professional. Such a work, based on long and extended experience, is Phebe Westcott Humphreys's "The Practical Book of Garden Architecture."<sup>2</sup> This very handsomely printed and illustrated volume is offered to the public with the hope, as expressed by the author in the preface, that it may prove a source of inspiration in "creating a love for outdoor life," in equipping and decorating open-air rooms, and in "establishing harmonious relations between the house and its surroundings."

A useful little work intended to help towards the easy recognition of flowers and fruits, a work compact and helpfully arranged typographically with many illustrations diagrammatic and otherwise, is Dr. George L. Walton's "Flower Finder."<sup>3</sup> Every alternate page is text and the facing page a series of pen and ink drawings from nature by the author. The descriptions are brief but apparently adequate.

A companion volume to this, although different in size and general make up, is Julia Ellen Rogers's "Tree Guide,"<sup>4</sup> dealing with trees east of the Rockies, and illustrated partly in color.

A series of appreciations of "Some American Medical Botanists,"<sup>5</sup> whose names have been "commemorated in our botanical nomenclature" form the subject of a lecture recently delivered before the Historical Society of Chicago, by Dr. Howard A. Kelly, the eminent investigator of Johns Hopkins. These have now been published in book form. Times have changed, says Dr. Kelly in his preface, and other things seem to thrill the boys of to-day, "but neither they nor any subsequent generation will ever discover a passion purer, sweeter, and more refining and more exhilarating than the field botanical excursions, followed by subsequent painstaking closet work of identification which occupied their fathers and grandfathers."



CALWALLADER COLDEN

(One of the historic American medical botanists, about whom Dr. Howard Kelly writes appreciatively in his recent book)

<sup>1</sup> The Great Galeoto. By José Echegaray. Translated by Hannah Lynch. Doubleday, Page. 141 pp., 75 cents.

<sup>2</sup> The Practical Book of Garden Architecture. By Phebe Westcott Humphreys. Lippincott. 330 pp., ill. \$5.

<sup>3</sup> The Flower Finder. By George L. Walton. Lippincott. 393 pp., ill. \$2.

<sup>4</sup> Tree Guide. By Julia Ellen Rogers. Doubleday, Page. 265 pp., ill. \$1.

<sup>5</sup> Some American Medical Botanists. By Howard A. Kelly. Troy, N. Y.: The Southworth Company. 215 pp., ill. \$3.50.

## SOCIAL REFORM IN ENGLAND HALF A CENTURY AGO

THE work of a social reformer in the England of forty years ago is graphically told in a remarkable book brought out by Mr. Grant Richards, "The Ragged-Trousered Philanthropists." The history of this book is somewhat unique. It is the work of Robert Tressall, a consumptive Socialistic house painter who died some time ago. His daughter, who was employed as a nurse, carried the manuscript which contained some 500,000 words to her employer, Miss Jessie Pope, the well-known contributor to *Punch*, and Miss Pope became enthusiastic over the work and gave it to Mr. Richards, who published it. The material has been cut down to the size of an ordinary novel, but otherwise it is unaltered, just as it came from the pen of its author, a humble workingman.

With the fidelity of a Zola, he records from day to day the incidents in the lives of a group of English painters and decorators, their relations with their foremen and their employers. They are of varying degrees of competency and intelligence,—the typical "gang" mustered out to renovate an old house which the author called "The Cave." The action of the story follows these men through a succession of jobs and a round of their average experiences with comparative prosperity, when they had enough to eat, and comparative poverty when they didn't. Always, even in their happiest days, there hung over them the black shadow of want and the dread of the oppression of their employers. So far the book appears prejudiced. But it is not, for Robert Tressall, house-painter, had a vision of things as they are,—he pillories their employers as greedy, thoughtless, and cruel, but he shows the men who worked for them to be, in the main, lumps of clay, unintelligent, dishonest, not knowing how to grasp opportunity if it should be offered to them. He wrote: "They were the enemy,—those ragged-trousered philanthropists, who not only submitted like so many cattle to their miserable slavery for the benefit of others, but defended it and opposed and ridiculed any suggestion of reform."

He had sense enough to see that the real enemy of the workingman, the cause of nine-tenths of his exploitation, is his own hostility to social reforms engrained and enrooted by the traditions of his kind. It is impossible to even give an idea of the breadth and power of this book in a brief review. The story of the Christmas tree of the "Pandoramer," of the "Beano," and the death of old Philpot may be confidently said to rank in their humor and pathos with Dickens.

Two questions are presented in one form and another throughout the narrative: How shall we cure poverty? and How can the state best care for its most valuable asset, the children? Frank Owen, the character who preaches Socialism to the workingmen, feels that poverty could be cured by establishing a Coöperative Commonwealth, but although the theory is perfect, he doubts if it will work because of the average low-grade mentality of the masses. "Anyhow, the children are worth fighting for," he says, and the state must realize that they are the property of the community, and "therefore it is the business and to the interest of the community to see that their institutions are not undermined by poverty." The workingmen of Mugsborough rebel against paying the extra tax of the "half-penny" rate for the poor, hungry school-children. Owen asks the brutish foreman, Crass: "Wouldn't it be worth seven pence a year to you [the indi-

vidual tax] to know that there were no starving children in town?" The foreman snarls back at him: "Why should I 'ave to 'elp the children of a man who's too lazy to work, or spends all 'is money on drink? . . . 'Ow are yer goin' to make out about the likes o' them?" Owen replies: "If his children are starving we should feed them first and punish him afterwards." The kernel of the lesson beaten in by the pathos and simple dignity of this record of the "annals of the poor" comes to us in Owen's question which he puts to his mates: "But you believe in Christianity; why don't you do the things that He said?"



ROBERT TRESSALL, THE SOCIALISTIC HOUSE-PAINTER OF HALF A CENTURY AGO  
(Mr. Tressall's book "The Ragged-Trousered Philanthropists," has only just been brought out)

<sup>1</sup> The Ragged-Trousered Philanthropists. By Robert Tressall. Stokes. 385 pp. \$1.25.

On page 757 of the June REVIEW a portrait of Gen. Albert Sidney Johnston was inadvertently substituted for one of Gen. Joseph E. Johnston.

# FINANCIAL NEWS FOR THE INVESTOR

## BUYING SMALL LOTS OF STOCK

**M**UCH has been published in this and other magazines regarding the desirability of making good securities in small amounts available to the general investing public. The lack of such investments has been responsible for great loss. Until recently few bonds were issued in less than \$500 denominations, and there were not many of the latter. Until quite recently, and perhaps in many cases still, the best short-term notes found purchasers in amounts ranging from \$5000 to \$100,000.

Small investors have placed their funds far too largely in worthless securities because the swindlers were wise enough to offer stocks priced at a few dollars or even a few cents a share. This has not been as true of European investors, but then a spirit of doing things only in a big way has been characteristic of our country in all directions. Brokers and dealers in investment securities have argued that they could not afford to deal in \$100 bonds or small lots of stock. More and more, however, they are being converted to small bonds, and the facilities for purchasing \$100 amounts are gradually expanding.

It has long been possible to invest small sums in savings banks, endowment insurance, and annuities. To deposit one dollar in a savings bank is a common practice. Industrial insurance may be purchased from a company with half a billion dollars of assets by paying 5 cents a week to an agent who calls at your back door. But all these convenient and absolutely safe forms of investment net only  $3\frac{1}{2}$  per cent. to 4 per cent. at the most, whereas good bonds may be had to yield 5 per cent. and sometimes more, and good stocks may be bought to yield 6 per cent. or even 7 per cent.

Many wage-earners are convinced that they have not the opportunity to put their small amounts to work upon as favorable terms as the rich man. Plausible promoters reach them easily with promises of big returns. The savings bank and the insurance company are cold, impersonal, indirect. Live men and women desire to invest directly, and they go into worthless projects when

legitimate established enterprises are not made available. One far-seeing Wall Street man has actually urged several large railroads to issue all bonds in denominations of \$100 and allow station agents to sell them on commission. A leading financial writer insists that bonds should be broken up into \$10 denominations.

In stocks the tendency to cater to the small investor has been considerable, if not so noticeable as in bonds. It always has been possible to buy stocks in smaller amounts than bonds. But recently the New York Stock Exchange has elected a president, Henry G. S. Noble, who is a leading partner in a firm dealing exclusively in odd lots, or less than 100 shares. His election is taken in financial circles as an indication that the Stock Exchange wishes to cater more and more to the small buyer.

All bids and offers are made on the Stock Exchange in 100-share lots for stock and \$10,000 for bonds, unless otherwise stated. Mr. Noble, in testifying a short time ago before the United States Senate Committee on Banking, said that in theory the unit should be one share. But in practice it would be physically impossible in an active market for a broker with, say 1000 shares, to sell, to make contracts with everyone who came along to buy one, two, or three shares. Then, too, a quotation on a one-share unit would have no significance, the banks would hesitate to lend on such small amounts, and the commission on one share, twelve and a half cents, would not be enough to justify a broker in going on the floor of the Stock Exchange to buy and sell in such small units.

Consequently there have grown up a few big firms which make a specialty of the so-called odd-lot business, of which Mr. Noble's is one of the best known, dealing not with the public but as wholesalers with other brokers. If you desire to buy three shares of United States Steel preferred your broker will order it through one of the half-dozen odd-lot houses, which buy and sell 100 shares on the Stock Exchange and then break them up to deliver to brokers. The cost to the investor is just one-eighth of one point more



than if he bought in 100-share lots, and if he sells he will sell at one-eighth of a point less.

Mr. Noble's firm has six partners who are members of the Stock Exchange, involving an investment of about half a million dollars, from which fact it may be inferred that this odd-lot business is extensive. Indeed, much of the increase in the number of stockholders of large corporations since 1907 is ascribed to the development of the odd-lot industry, which constitutes about one-fifth of all the dealings on the Exchange. Although there is some speculation in odd lots, most of the purchases are for investment. The general broker (not the odd-lot wholesaler) is not paid enough for this class of business. In other lines of trade small parcels of goods are charged for at higher rates than large parcels. But the commission on one share is at the same rate as on 100 shares ( $12\frac{1}{2}$  cents a share), and so the broker cannot afford by advertising, publicity, and solicitation to push the sale of small lots.

It is easy, however, to buy outright or on margin small lots of stock, few of which cost more than \$100 a share. But if it were possible to devise a plan by which the wage-earner could put a part of his savings, say \$5 or \$10 a month, into high-grade stocks and bonds yielding 5 per cent. or 6 per cent. without any risk, vast reservoirs of unused capital would be tapped. Many persons refuse on principle to buy stocks on margin. They do not like the speculative feature. The number of persons who could pay \$5 or \$10 a month in instalments is almost un-

limited. They would invest while they saved. The savings resolution would be put into effect, there would be compulsory saving, steady pressure month by month, as in life insurance, but with a far higher return to the saver. Several firms have plans by which by paying from \$10 to \$30 down and \$5 a month, investors may gradually acquire title to a good stock, and formerly the purchaser was insured against loss by the broker irrespective of market fluctuations. But the Stock Exchange authorities have just held that any promise not to call for more margin is unwise, that the customer who promptly and honorably meets his payments would be protecting those who stop theirs, that one customer's large payments on a safe stock would be used to protect another's small payments on a weak stock, and that altogether no firm has the right to assume the liability of protecting part paid stocks against market fluctuations unless its resources are enormous.

Unfortunately no one has yet discovered a wholly unassailable plan of buying either stocks or bonds on the instalment, or part-payment, plan. The owner of part-paid securities is legally only a general and not a preferred creditor when a firm fails. Thus when one purchases securities on part payment one must rely entirely upon the firm's solvency. That in time this danger, which is usually remote but always possible, will be overcome by some device, is most desirable. The man who discovers an insurance against loss in buying securities on the instalment plan will do more for this country than most patriots have done.

## TYPICAL INQUIRIES AND ANSWERS

### No. 556 AN INQUIRY THAT IS A MODEL OF COMPREHENSIVENESS

I should like full information about the Virginian Railway 5 per cent. bonds which I have seen referred to several times lately. I am a wage earner, and up to ten years ago I cheerfully deposited a monthly surplus from my earnings in the savings department of a bank at 3 per cent. interest, with the expectation of accumulating a reserve fund for old age. But one day the bank closed its doors and got my ten years' savings, and I got nothing but my experience. Since then I have, unfortunately, spent all I made. However, things have changed, and in a short time I will inherit a thousand or more, and still more later on. I am now past forty, and have decided to try my luck on a bond or two of \$500 denomination. I am inexperienced in purchasing securities, in fact am in no way familiar with investment, so I need advice. Does the statement that the bonds referred to are a first mortgage on the property of the company mean that the entire mileage, locomotives, cars, etc., all are included? When do the bonds mature, and is interest paid annually or semi-annually? Would you suggest a registered or coupon bond? Are these bonds exempt from State or local taxes in Illinois?

Not only for the way in which you have explained your circumstances, but also for the way

in which you have gone into the essentials of the investment you are considering, your inquiry is an excellent model of comprehensiveness. We are glad to reply to it in some detail. The bonds in question are a direct obligation of the company, and are secured by a first mortgage on its entire property (more than 469 miles of road), now owned or hereafter acquired, and on the equipment, such as cars, locomotives, etc., subject, however, to an issue of \$1,875,000 equipment notes which are due to be paid off in annual instalments of \$375,000 during the period ending November 1, 1918. The authorized amount of the first mortgage bonds is \$75,000,000, but there are now outstanding only \$27,000,000. They are due May 1, 1962, and interest is payable semi-annually on May 1 and November 1. It is also provided that the bonds may be redeemed as a whole only, at 110 and interest on any interest date upon four weeks' previous notice. It is sometimes rather difficult to determine the relative suitability of registered and coupon bonds. A good deal

depends upon the investor's situation,—that is, upon whether or not he has the facilities for the safekeeping of his securities. You understand, of course, that coupon bonds are good in the hands of any holder—that no formality is necessary to make them negotiable, and that, therefore, if they are lost, stolen or destroyed, the investor has no means of getting his money back. Registered bonds, on the other hand, are in such form that, if they are lost or stolen, the payment of principal and interest can be stopped, and, if they are destroyed, ownership can be proved and new bonds issued in their place. These bonds are not exempt from state or local taxation in Illinois. As a matter of fact, there are no bonds, not even those of the state itself, or those of its own municipalities, which are so exempt.

#### No. 557 BANK EARNINGS UNDER THE NEW LAW

What effect do you think the establishment of the new banking system is going to have upon the earnings of banks already established?

We presume you mean to ask what effect it is going to have upon the earnings of the banks that go into the system. The question is a very important one. Upon the answer to it will depend to a very large extent the number of state banks and trust companies which will finally rally to the support of the new system by applying for membership and co-operating with the national banks to make the operation of the law the success it ought to be made. Yet the matter is now and must remain, probably for some time, problematical. The changes in methods provided for by the new law are of such revolutionary character that their application to the banking problems of this country will necessarily for perhaps a year or two be largely experimental. There are two important sources of revenue which the country banks have enjoyed under the old system, which under the new will be closed to them; namely, interest on reserve balances, and charges for collection. But to offset the effect of that, there will be additional earnings which may be secured from the funds to be set free through the lower reserve requirements, which the new law makes. Many authorities believe, also, that the banks in the system will find a great saving incident to the promptness and convenience in handling checks and collection items. The rediscounting privilege which is an important phase of the new system will, in addition, put great opportunities in the way of the member banks. Viewing the situation broadly, it might be summed up by saying that, while the profits of member banks may be somewhat reduced per unit of transaction, it is not unlikely that they may be larger in the aggregate on account of an increased volume of transactions.

#### No. 558 ABOUT BUYING SMALL DENOMINATION BONDS ON INSTALLMENT

Do you consider it a safe method of investment to purchase small denomination bonds on the installment plan?

We are not unqualifiedly in sympathy with investment of that kind. We cannot emphasize too strongly our belief that there are many, many

cases of people who have only a few hundred dollars of savings, who are able to add to them only by relatively small amounts from time to time, and who know little or nothing about the general characteristics of securities, or the whims of the investment markets, for whom the best place to put money away is the savings bank or the local or neighborhood building and loan association. Under no circumstances do we feel justified in approving the installment purchase of either bonds or stocks, without first getting some knowledge of the situation of the person contemplating such action. A particularly important thing to bear in mind in connection with transactions of this kind is that the purchaser does not actually get possession of the securities until they are fully paid for, and that meanwhile his relation to the firm through which he makes the purchase is that of an unsecured creditor. From this it is clear that one's first concern in such a matter should be for the responsibility of the banking house with which he connects.

#### No. 559 SIX PER CENT. INVESTMENTS

In a short time I shall have about \$4000 for investment. I now own some railroad stocks and have several thousands in bank stock, which pays 5 per cent. I should like to invest this \$4000 in safe securities to yield 6 per cent.

You may yourself appreciate that it is next to impossible to get as much as 6 per cent. on high class bonds of standard types with a satisfactory market. If your circumstances are such as to permit you to forego ready marketability, we should be inclined to commend straight mortgages to your attention. There is a growing interest among conservative investors everywhere in farm and city mortgages as income investments. Six per cent. is a good average rate on well secured investments of that kind. If you would be satisfied with a somewhat lower rate, say an average of 5½ per cent., there are a great many public utility bonds that would be found to meet your requirements for safety,—indeed, it is possible to find here and there a bond of this class of short maturity to yield a full 6 per cent.

#### No. 560 RUMELY STOCKS

Kindly give me your opinion of Rumely Company stock, common and preferred, as a speculation for one who can afford to hold a few shares for some time without return. From the company's last statement, it seemed to me that the management was making an honest and conservative effort to solve their difficulties. Do you believe the chances are in favor of their business being again placed on a paying basis?

Many are asking questions similar to these. We are inclined to agree that the present management of the company is making an honest and sincere effort to solve the difficulties, but we are unable to see at the present time any definite indications that success in this direction is assured. As far as the financial part of the difficulties is concerned, it has been possible thus far to adopt only temporary measures of relief, and there remains a great deal to be accomplished in the future. It might be said that there was a "sporting chance" in the purchase of this company's shares under these circumstances, but we should hesitate to consider them from any other point of view.